Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Friday, 6 October 2023; 9:30am
Meeting Number: MOJDAP/277
Meeting Venue: Electronic Means

To connect to the meeting via your computer - https://us06web.zoom.us/j/86806160269

To connect to the meeting via teleconference dial the following phone number - +61 8 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 868 0616 0269

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Eugene Koltasz (Presiding Member)
Karen Hyde (Deputy Presiding Member)
Jason Hick (Third Specialist Member)
Cr Lorna Buchan (Local Government Member, City of Rockingham)
Cr Mark Jones (Local Government Member, City of Rockingham)

Officers in attendance

Chris Parlane (City of Rockingham)
David Banovich (City of Rockingham)
Mike Ross (City of Rockingham)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Applicants and Submitters

Bianca Sandri (Urbanista Town Planning)
Daniella Mrdja (Urbanista Town Planning)
Mohammad Rasouli (Transcore)

Members of the Public / Media

Nil.

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The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

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2. Apologies

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Member	Item	Nature of Interest
Karen Hyde	8.1	Impartiality Interest – Ms Hyde's employer, Taylor Burrell Barnett, has been engaged by City of Kwinana to provide statutory planning advice on the way forward for planning schemes in the Global Advanced Industries Hub.
Cr Mark Jones	8.1	Impartiality Interest – Under clause 2.4.9 of the DAP Code of Conduct, Cr Jones participated in the prior Council decisions in accordance with his functions as a member of a local government. Cr Jones undertakes to exercise judgment in relation to any DAP application before him, which he will consider on its planning merits.
Cr Lorna Buchan	8.1	Impartiality Interest – Under clause 2.4.9 of the DAP Code of Conduct, Cr Buchan participated in the prior Council decisions in accordance with her functions as a member of a local government. Cr Buchan undertakes to exercise judgment in relation to any DAP application before her, which she will consider on its planning merits.

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7.1 Daniella Mrdja (Urbanista Town Planning) presenting in support of the recommendation for the application at Item 8.1. The presentation will address a summary of the land use and proposed development within the context of the area and our submissions in relation to comments received by the referral agencies and the proposed conditions of approval.

7.2 Mohammad Rasouli (Transcore) presenting in support of the recommendation for the application at Item 8.1. The presentation will address Conditions 3 and 4 of the agenda.

The City of Rockingham may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 1728 (No.60) Office Road, East Rockingham

Development Description:	Proposed Industry: General (Licensed)
Applicant:	Bianca Sandri (Urbanista Town Planning)
Owner:	Immacolata Franco, Mario Giosue Franco, Michael Franco & Robert Franco
Responsible Authority:	City of Rockingham
DAP File No:	DAP/23/02504

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DR75/2022 DAP/18/01543	City of Joondalup	Portion of 9040 (34) Kallatina Drive, Iluka	Mixed Commercial Centre (Iluka Plaza)	02/05/2022
DR135/2023 DAP/23/02447	City of Rockingham	Lot 622 (No.2) Aurea Boulevard, Golden Bay	Proposed mixed commercial development (Golden Bay Neighbourhood Centre)	11/08/2023
DR98/2023 DAP/22/02379	City of Swan	Lot 31 (No.1487) Neaves Road, Bullsbrook	Proposed roadhouse	16/06/2023

11. General Business

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Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Daniella Mrdja
Company (if applicable)	Urbanista Town Planning
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	6 October 2023
DAP Application Number	DAP/23/02504
Property Location	Lot 1782 (No. 60) Office Road, East Rockingham
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☒ **AGAINST** ☐
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* A summary of the land use and proposed development within the context of the area and our submissions in relation to comments received by the referral agencies and the proposed conditions of approval.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation. comments

Please attach detailed content of presentation or provide below:

Please see attached.

URBANISTA
TOWN PLANNING

2 October 2023

Mr Eugene Kotasz
Presiding Member
Metro Outer Joint Development Assessment Panel
daps@dplh.wa.gov.au

Dear Mr Kotasz,

NO. 60 OFFICE ROAD, EAST ROCKINGHAM

PROPOSED INDUSTRIAL DEVELOPMENT (GENERAL LICENCED)

The subject application is for an industrial development with an estimated cost of $10 million and therefore requires the determination of the Joint Development Assessment Panel. The application was lodged on 29 March 2023 and after the submission of additional information and amended plans and working collaboratively with the City of Rockingham, it is recommended that the application be approved.

THE PROPOSAL

The subject application proposes the demolition of the existing buildings on site and construction of an industrial development on the eastern half of No. 60 Office Road, East Rockingham.

The subject site and the surrounding lots to the south are zoned 'Special Industry' and in accordance with the City's Town Planning Scheme No. 2 (TPS2), can only be developed for licenced, hazardous or noxious industrial land uses. Almost all other land uses are prohibited in this zone.

The proposed development includes a workshop/warehouse with an area of approximately 8800sqm and an administration office and staff area fronting Office Road with an area of 437sqm. All car parking is located in the front setback area and includes a total of 51 car bays.

It is proposed that access to the development is from a crossover near the site's eastern boundary, with vehicles exiting from a shared crossover located towards the centre of the site.

The proposed land use as defined in the City's TPS2 is for 'Industry – General (Licenced)' which means:

> *"an industry which is a category of Prescribed Premises set out in Schedule 1 of the Environmental Protection Regulations 1987 or premises subject to registration set out in Schedule 2 of the Environmental Protection Regulations 1987, but does not include an abattoir, agriculture – intensive, animal husbandry*

– intensive, industry – extractive, industry – hazardous, industry – noxious, industry – primary production, industry – rural, landfill (Prescribed Premises Category 63, 64, 65 and 66), or stockyards"

The company which is to occupy the proposed development specializes in the design, manufacturing, and supply of mining products. The products to be manufactured on-site include bolts, beams, channels, trusses and the like. They will be manufactured on the site in the area identified as 'workshop' on the floor plan, this area includes machinery, presses, maintenance, storage, and laydown areas.

The operations will also include the storage of over 1000m³ of chemicals. These chemicals include at least one carbon to carbon bond and is a liquid at standard temperature pressure and will be fully bunded. The floor plan includes a chemical storage area located near the main office and the storage of these chemicals will be undertaken to limit discharge and risk.

The operations will also include metal coating undertaken in the paint booth facility within the warehouse located in the north-eastern portion of the building on the floor plans. This will be used to paint products such as the steel bolts manufactured on the site.

An application for the western half of the site will be prepared at a later date. However, it is noted that there is no intention for the site to be subdivided and it is most likely that a separate business will occupy this portion of the site.

ASSESSMENT COMMENTS FOR DISCUSSION

Built Form

As outlined in the City's RAR, the proposal complies with the City's East Rockingham Industrial Zones Policy with respect to built form provisions including building setbacks, fencing, services and storage.

Landscaping

The City's Policy requires a 10m wide landscaping strip along the along a street boundary. As an alternative, the development proposes a 5.5m wide landscaping strip, which includes the planting of 11 trees as well as the retention of two significant trees located to the west of the central crossover.

The development then proposes 27 car bays, which are broken into clusters of three with 5m wide landscaped 'islands' between the bays. It is proposed that 17 trees be planted within these areas.

In addition, the proposal includes various landscaping strips around the car park and the building that account for the planting of an additional 8 trees.

Currently the site does not have any landscaping on site, except for the large tree that is proposed to be retained near the Office Road boundary and a few small bushes along the south boundary. The proposal includes a total of 860sqm of landscaping within the street setback area and the planting of 35 new trees in the eastern half of the site alone. In addition, recommended condition 12(v) requires 12 trees to be planted

along the Office Road verge, which the applicant has no objection to. This is an additional 8 verge trees to what currently exists along Office Road.

The application proposes a significant increase in on-site and verge landscaping as well as a considered design that includes the retention of an established and significant on-site tree.

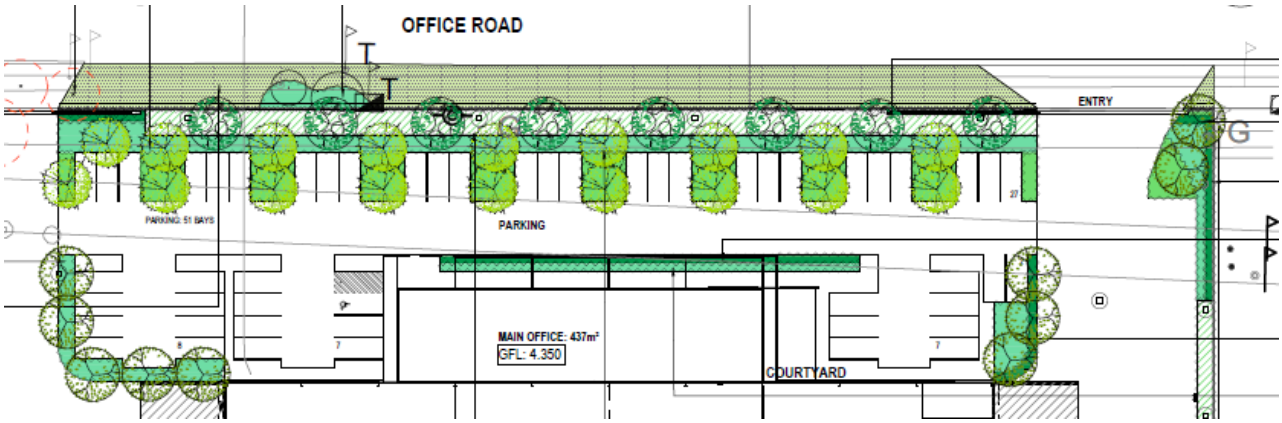


Figure 1: Proposed Landscaping in the Street Setback Area (KDLA, August 2023)

Parking

In accordance with clause 4.15 and Table 2 of the City's LPS2, the development requires 185 on site car bays to be provided, however only 51 bays have been provided on site.

As illustrated in the application documentation, the business proposed for the site will operate with no more than 40 staff members at any one time and very little customers/visitors coming to the site. Whilst the Scheme requires significantly more car bays than what is actually needed on site, it is not considered appropriate to provide a gross oversupply of parking, at the expense of landscaping and usable space, for unwanted car parking.

In supporting this approach to the on-site car parking proposed, condition 20 has been applied to restrict the number of staff to 40 persons.

Notwithstanding, should additional staff be required, additional car parking can be accommodated in a parallel form along the site's eastern and southern boundary.

Traffic and Access

Initially the application proposed three full movement crossovers across the site. When the application was referred to the DPLH for comment, they advised that they did not support the third crossover and that a maximum of two should be proposed. The City and the DPLH also suggested that a right turn lane be provided on the approach to crossovers.

As a result of these concerns raised, amended plans were prepared which amended the external layout and function of the site. The amended plans alter the function of the internal vehicle movements by proposing a

'one-way' function and including eastern and western entry only access points and a central exit crossover and access point. This central access point will be common to the proposed development and a future development on the western side of the site, therefore consolidating vehicle access points to the site.

With respect to the number of crossovers, the applicant submits that this is appropriate to allow trucks to enter through one crossover and exit through the other crossover. These 'one-way' movements remove the need for trucks to turn or reverse within the site, creating a safer and more functional environment.

In regards to the third (western) crossover, it is expected that this crossover will be utilised by a future development on the western side of the lot, much like the proposed eastern crossover. Whilst it is noted that this crossover will not be used by the proposed development, this crossover is existing and remains in situ. It would be unreasonable to require our client to remove this crossover and reinstate the verge, when it is expected that this will be used by a future development.
In regards to the right turning lanes, it was suggested that based on the information provided in the Traffic Impact Statement, a turning pocket should be constructed so that when a vehicle is turning right into the site, the traffic can continue to flow by deviating into the pocket and bypassing the turning vehicle. These 'pockets' would be constructed within the northern verge space on Office Road and required for vehicles travelling eastbound only. In addition, given the road surface only has width of 7m currently, the road will need to widened on the northern side of Office Road by 3m to facilitate these pockets.

Part 5.2 of the amended TIS provided by Transcore (pages 171-198 of the JDAP Agenda), provides the proposed development trip generation numbers. The information provided in the TIS suggests that a total of 136 vehicle movements is likely to occur per day, however only 68 vehicles entering the site. Of these 68 vehicles entering the site, there are 45 light vehicles which can enter the site in faster motion than a semi-trailer or a B-double over the course of the day.

Vehicle Type	Traffic generation					
	AM (8:00-9:00)		PM (15:00-16:00)		Daily Weekday	
Light vehicles	25		45		90	
Rigid trucks	2		2		18	
Semi-trailers	2		2		20	
B-doubles	2		2		8	
Total	31		51		136	
In/Out split	entering	exiting	entering	exiting	entering	exiting
	26	5	25	26	68	68

Figure 2: Estimated Trip Generation (Transcore, August 2023)

Additionally, part 5.3 of the TIS notes that based on the general spatial distribution of the existing road network, it is suggested that 70% of vehicles entering the site are likely to be travelling westbound (from Mandurah Road) and only 30% of the vehicles entering the site are travelling eastbound and therefore are required to make a right turn. Based on the modelling provided in parts 5.2 and 5.3 of the TIS, it is suggested that approximately 20 vehicles (13 light vehicles and 7 heavy vehicles) will make a right turn into the site per day.

A review of Main Roads Trafficmap data suggests that Office Road carries an average of 5211 vehicles per day at a speed of approximately 65km/h, which is comparable to a local street access road.

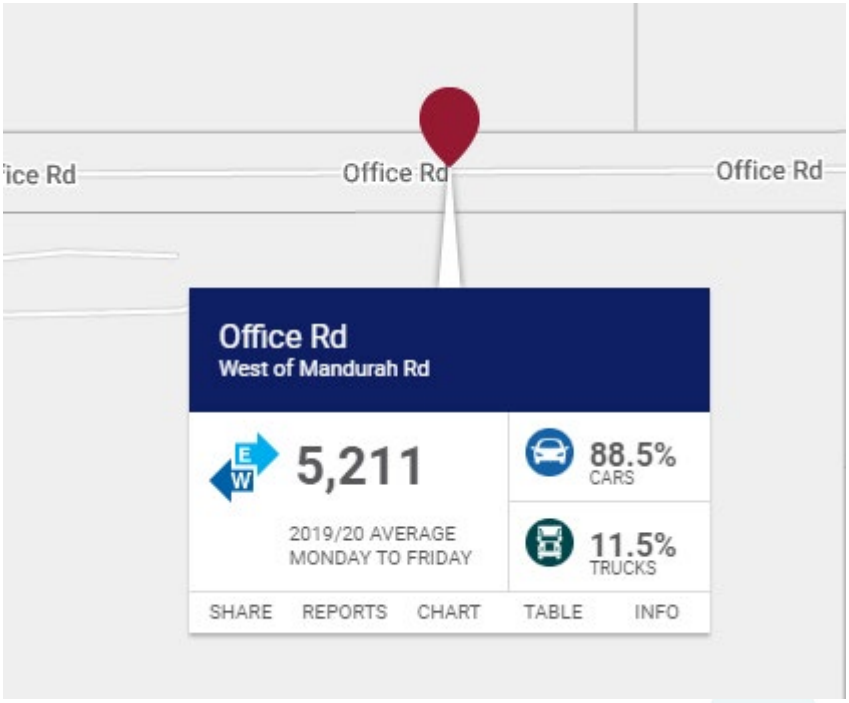


Figure 3: Main Roads Trafficmap Data (Main Roads, October 2023)

Given the low vehicle numbers entering the site per day, the reduced likelihood of vehicles travelling eastbound and therefore having to turn right and the existing low traffic volumes of Office Road, the TIS concluded that it is not considered necessary to provide the turning pocket in this instance.

In addition to the traffic modelling and data pointing towards these turning pockets not being required, it is noted that widening the verge will result in the removal soft landscaping as well as the potential for the removal of existing verge trees. It is also noted that turning pockets have not been provided elsewhere on Office Road.

Notwithstanding the applicant's justification to not provide turning pockets, the City's RAR recommends condition 4, which requires detailed drawings for their construction. In addition, a condition 3 requires that the eastern and western crossovers become exit only and the central crossover is the shared entry.

The applicant strongly objects to the application of conditions 3 and 4 for the following reasons:

- The development attracts very few vehicles day as whole.

- It is anticipated that there will be approximately 20 vehicles per day turning right into the development.
- It is unnecessary to construct over 300sqm of additional road space (and lose landscaping and trees) for the very few times that a vehicle may need to stop or simply break, whilst another vehicle turns right into the subject site.
- If condition 3 is also applied and the vehicle entry is amended to the centre crossover, the turning pocket will interfere the existing crossover that is used by the development on the northern side of Office Road.

Bushfire

A Bushfire Management Plan has been prepared by Bushfire Smart which concludes that the determined BAL is 29. In addition, the BMP assesses the vegetation and identified Class G Grassland, Class B Woodland and Class A Forrest at the rear of the site. An assessment of the proposal based on the vegetation classification determines that the proposal is complies with the Bushfire Protection Criteria set out in Appendix 4 of the Guidelines.

Whilst there was some disagreement as to the classification of the vegetation from DFES, the revised BMP adequately demonstrates that the vegetation has been correctly classified and the City's RAR concurs with this assessment.

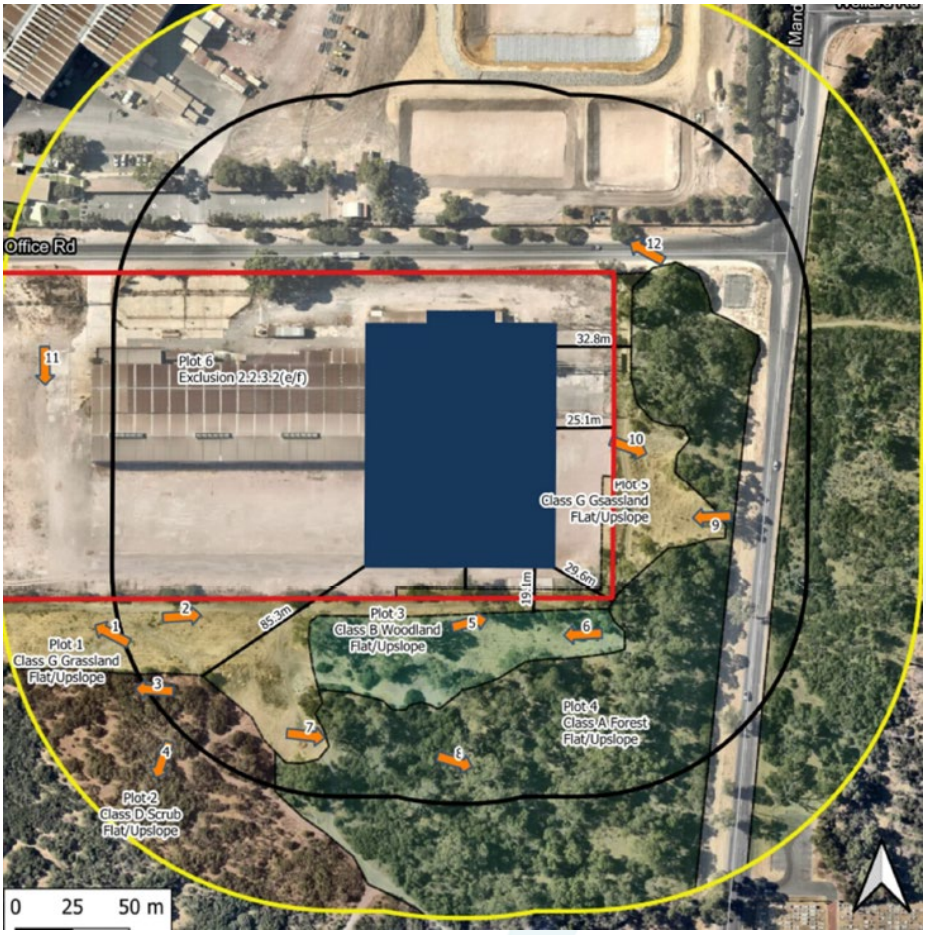
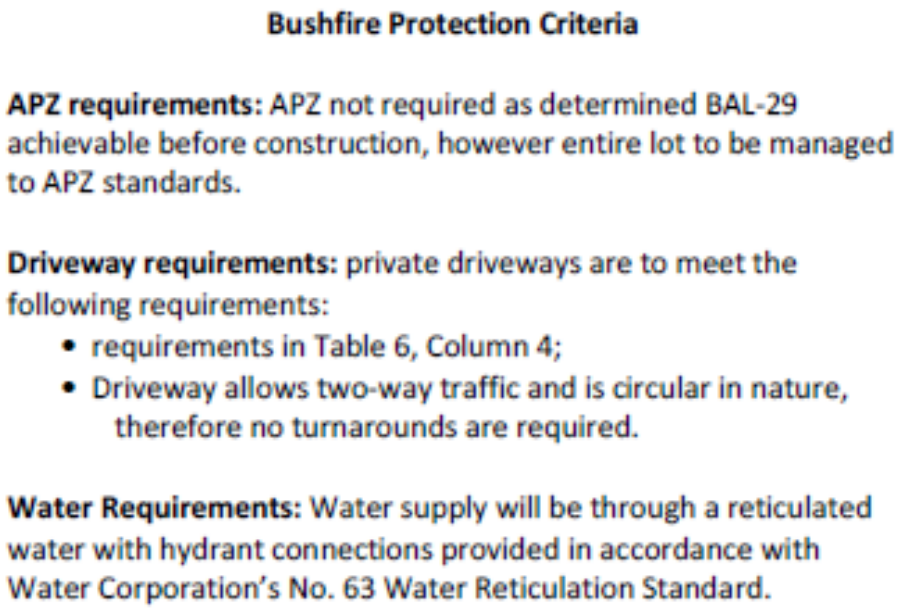


Figure 4: Vegetation Classification (Bushfire Smart, August 2023)

A spatial representation of the three proposed risk management measures are provided in Appendix A of the BMP and include:



Bushfire Protection Criteria

APZ requirements: APZ not required as determined BAL-29 achievable before construction, however entire lot to be managed to APZ standards.

Driveway requirements: private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

Water Requirements: Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard.

Figure 5: Bushfire Protection Criteria (Bushfire Smart, August 2023)

Notwithstanding, condition 19(iv) of the RAR suggests that a fourth measure is included in the proposed measures. Given this is not the case, the applicant seeks the removal of condition 19(iv).

In addition, DFES has suggested that the proposed land use is a 'high risk land use' in accordance with SPP3.7 – Planning in Bushfire Prone Areas and that a Bushfire Risk Management Plan should be prepared. The City has accepted the advice of DFES and condition 13 has been recommended accordingly. Whilst the applicant maintains that the land use does not meet the threshold for being a 'high-risk land use', the applicant does not object to favouring the side of caution and therefore has no objection to proposed condition 13.

SUMMARY

On the whole, the applicant supports the City's RAR for the approval of the proposed development. The proposal is compliant the built form provisions of the City's Policy, provides a considered landscaping design that retains a significant tree and proposes the planting of 35 additional on site trees and includes car parking at rate that will meet the demands of the future occupier whilst being able to adapt to any circumstantial changes.

Whilst the RAR supports the vehicle access arrangements proposed for the site more broadly, condition 3 and 4 of the RAR proposes to alter the entry/exit locations and require the construction of a turning pocket that will be rarely used based on the existing data and traffic modelling.

As outlines in these submissions, the applicant objects to conditions 3, 4 and 19(iv) being applied and respectfully requests the JDAP remove these conditions accordingly.

Should any queries arise from this submission, myself and the traffic and bushfire consultant will all be available to take questions at the upcoming meeting of the JDAP.

Yours Sincerely



Daniella Mrdja
Director | Urbanista Town Planning

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Development Assessment Panels

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Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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Presenter Details

Name	Mohammad Rasouli
Company (if applicable)	Transcore
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	6 October 2023
DAP Application Number	DAP/23/02504
Property Location	Lot 1782 (No. 60) Office Road, East Rockingham
Agenda Item Number	8.1

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Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

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Please see attached.

LOT 1782 (NO.60) OFFICE ROAD, EAST ROCKINGHAM – PROPOSED INDUSTRY: GENERAL (LICENCED)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Joint Development Assessment Panel	
Local Government Area:	City of Rockingham	
Applicant:	Urbanista Town Planning Pty Ltd	
Owner:	Mr Mario Giosue Franco Mr Immacolata Franco Mr Michael Franco Mr Robert Franco	
Value of Development:	$10 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)	
Responsible Authority:	City of Rockingham	
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services	
LG Reference:	DD020.2023.00000062	
DAP File No:	DAP/23/02504	
Application Received Date:	29 March 2023	
Report Due Date:	27 September 2023	
Application Statutory Process Timeframe:	90+ days (with Applicant consent)	
Attachment(s):	1. Development Plans 2. Development Application 3. Additional Supporting Information 4. Schedule of Submissions	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	X Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/23/02504 and accompanying plans contained within Attachment 1:

- A0.00 Cover Sheet - Rev U, dated 23.08.10;
- A1.01 Location Plan, Rev U, dated 23.08.10;
- A1.02 Locality Plan, Rev U, dated 23.08.10;
- A.103 Site Plan - Existing, Rev U, dated 23.08.10;

- A.2.00 Site Plan - Demolition, Rev U, dated 23.08.10;
- A2.01 Site Plan - Proposed, Rev U, dated 23.08.10;
- A2.02 Site Plan - Survey, Rev U, dated 23.08.10;
- A2.03 Floor Plan, Rev U, dated 23.08.10;
- A2.04 Roof Plan, Rev U, dated 23.08.10;
- A3.01 Elevations, Rev U, dated 23.08.10;
- A3.02 Sections, Rev U, dated 23.08.10;
- A4.01 Main Office - Plans, Rev U, dated 23.08.10;
- A4.02 Main Office - Elevations, Rev U, dated 23.08.10;

In accordance with Clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of clause 68(2)(b) of the deemed provisions of the City of Rockingham Town Planning Scheme No.2, subject to the following conditions as follows:

Conditions:

1. In the event of an inconsistency between the approved plans and a requirement of the conditions set out below, the requirement of the conditions shall prevail.
2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Prior to applying for a Building Permit, A2.01 Site Plan - Proposed Rev U, dated 23.08.10 shall be amended to provide for the following vehicle access and circulation arrangements:
    - The proposed central crossover shall be amended to an “Entry Only” crossover; and
    - The proposed eastern crossover shall be amended to “Exit Only” crossover.
4. Engineering drawings for works within the development site and along the existing road reserve must be submitted to the City of Rockingham for approval prior to works commencing on site that provide for the upgrade of Office Road adjacent to the site to include the construction of an auxiliary right turn (AUR) treatment for the central “Entry Only” vehicle crossover, required by Condition 3 above.

    The road upgrade must be constructed, line marked and drained at the landowner’s cost, in accordance with the City of Rockingham approved Engineering Drawings and specifications, prior to the occupation of the development.
5. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site; those plans must be submitted to the City of Rockingham for approval.

    All stormwater generated by the development must be managed in accordance with Local Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.

6. Prior to, or in conjunction with development works, investigation for soil and groundwater contamination is to be carried out to determine if remediation is required.

   If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to the completion of construction works to the satisfaction of the City of Rockingham on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use.

7. Prior to applying for a Building Permit, a Construction Environmental Management Plan is to be submitted to and approved by the City of Rockingham addressing but not limited to:

   (i) Hours of construction;

   (ii) Temporary Fencing;

   (iii) Traffic Management including, a Traffic Management Plan addressing site access, egress and parking arrangement for staff and contractors;

   (iv) Management of vibration and dust;

   (v) Management of construction noise and other site generated noise;

   (vi) Addressing the risk associated with the potential exposure of soil contamination during construction activity; and

   (vii) Ensuring that construction activity has no impact on the Rail Reservation land east of the site.

   All works must be carried out in accordance with the approved Construction Environmental Management Plan and maintained at all times, for duration of the development.

8. A pre-works geotechnical report prepared by a suitably qualified person must be submitted to the City of Rockingham for approval and this report must address:

   (i) fill material composition and quality; and

   (ii) on-site drainage.

9. Prior to the occupation of the development, crossovers shall be designed and constructed in accordance with the City of Rockingham's *Commercial Crossover Specifications*.

10. Prior to occupation of the development the car parking area must:

    (i) provide a minimum of 51 car parking spaces;

    (ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 2 for visitors of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;

    (iii) provide one (1) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 4 of Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

(iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and

(v) comply with the above requirements for the duration of the development.

11. Trees, shrubs taller than 2m and grasstree plants (XANTHORRHOEACEAE family) must be retained (unless specifically identified for removal on the approved plans) and, during the construction period, measures for their retention must be taken in accordance with Australian Standard AS 4970—2009, Protection of trees on development sites. These measures are to be detailed in a vegetation retention management plan to the satisfaction of the City of Rockingham. Prior to applying for a Building Permit, arrangements must be made to the satisfaction of the City of Rockingham for the relocation of all grasstree plants that are specifically identified for removal.

12. Prior to applying for a Building Permit, a revised Landscaping Plan must be submitted and approved to the satisfaction of the City of Rockingham and shall include the following detail:

(i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area inclusive of the verge;

(ii) any lawns to be established and areas to be mulched;

(iii) any natural landscape areas to be retained;

(iv) those areas to be reticulated or irrigated;

(v) the provision of 12 trees to be planted in the street verge;

(vi) delete reference to the drainage swale on the southern lot boundary;

(vii) incorporate measures to align the Landscape Plan with the approved Site Plan and Bushfire Management Plan;

(viii) use of species consistent with the prescribed plant species list in the East Rockingham Development Guidelines;

(ix) fencing type, height and alignment;

(x) internal footpath and kerb ramps providing linkages between car parking areas to the main office, including any proposed lighting; and

(xi) proposed upgrading to landscaping, paving and reticulation of the street setback area and all verge areas.

The landscaping (including all verge landscaping) must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.

13. Prior to applying for a Building Permit, a Bushfire Risk Management Plan shall be prepared in consultation with the Department of Fire and Emergency Services and submitted to the City of Rockingham for approval, in accordance with Version 1.4 of the Guidelines for Planning in Bushfire Areas.

14. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities, ten (10) long-term bicycle parking spaces must be provided for the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

15. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities, at least three (3) secure hot-water showers, change rooms and clothing lockers must be provided for the development which must be designed in accordance with that Policy and approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The showers, change rooms and lockers must be retained and maintained in good and safe condition for the duration of the development.

16. Prior to applying for a Building Permit, an application to Construct or Install an Apparatus for the Treatment of Sewage must be approved by the City of Rockingham's Health Services to install a new system for wastewater disposal.

17. Prior to applying for a Building Permit, a revised Waste Management Plan must be prepared and include the following detail to the satisfaction of the City of Rockingham:

    (i) the location of bin storage areas and bin collection areas;

    (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;

    (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas;

    (iv) frequency of bin collections; and

    (v) any waste produced from industrial processing (solid, dust or liquid), that is not captured by Department of Water and Environmental Regulation licensing, which shall be suitably contained and disposed of to prevent contamination of the environment or any nuisance.

    All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.

18. Prior to applying for a Building Permit, bin storage area/s must be designed with a size suitable to service the development and screened from view of the street to the satisfaction of the City of Rockingham. The bin storage area/s must be constructed prior to the occupation of the development and must be retained and maintained in good condition for the duration of the Development.

19. Prior to the occupation of the development, the recommendations in the Bushfire Management Plan prepared by Bushfire Smart, Version 3 dated 29/8/23 shall be implemented in the design, construction and ongoing operation of the development at all times to the satisfaction of the City of Rockingham including but not limited to the following requirements:

    (i) Managing the subject lot to APZ standards as outlined in Version 1.4 of the Guidelines for Planning in Bushfire Areas;

    (ii) Construct and maintain internal driveways in compliance with the requirements of Table 4, Column 6 of the Guidelines for Planning in Bushfire Areas;

    (iii) Provide a connection to a reticulated water supply for firefighting purposes; and

    (iv) The buildings must be designed, constructed and maintained to BAL- 29 as specified in Australian Standard AS3959-2018: Construction of Buildings in Bushfire-Prone Areas (AS3959). The building must be maintained in accordance with the specified requirements of the BAL for the duration of the development.

20. In order to ensure the provision of adequate car parking for this development, the proposed use shall not employ more than 40 people on the site at any time.

Advice Notes:

1. Regarding Condition No.6, and in accordance with regulation 31(1)(c) of the Contaminated Sites Regulations 2006, a Mandatory Auditor's Report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance with Condition 6. A current list of accredited auditors is available from www.dwer.wa.gov.au.
2. Regarding Condition No.7, dust management is to be in accordance with the Department of the Environment and Conservation Guideline: A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities;
3. Regarding condition No.16, the applicant is advised that any liquid waste generated as part of the activities occurring on site, will need to be disposed to an onsite wastewater disposal system - this system is to be separate to the system used for amenities and an application as above is to be made prior to application for a building permit.
4. The applicant is responsible for protecting any existing City streetscape assets along Office Road during the course of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, trees, turf etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the Manager Land and Development Infrastructure. It is recommended that a photographic dilapidation report is undertaken by the applicant, to record the current condition of these assets.
5. Existing street trees adjacent to the development site must be protected throughout the course of the project in accordance with Australian Standard AS 4970-2009 protection of trees on Development Sites.
6. It is advised that the applicant is required to obtain a Works Approval license from the Department of Water and Environmental Regulation before commencing operations at the site. The applicant is encouraged to liaise directly with Department of Water and Environmental to ensure compliance with all relevant regulations and requirements.

Background

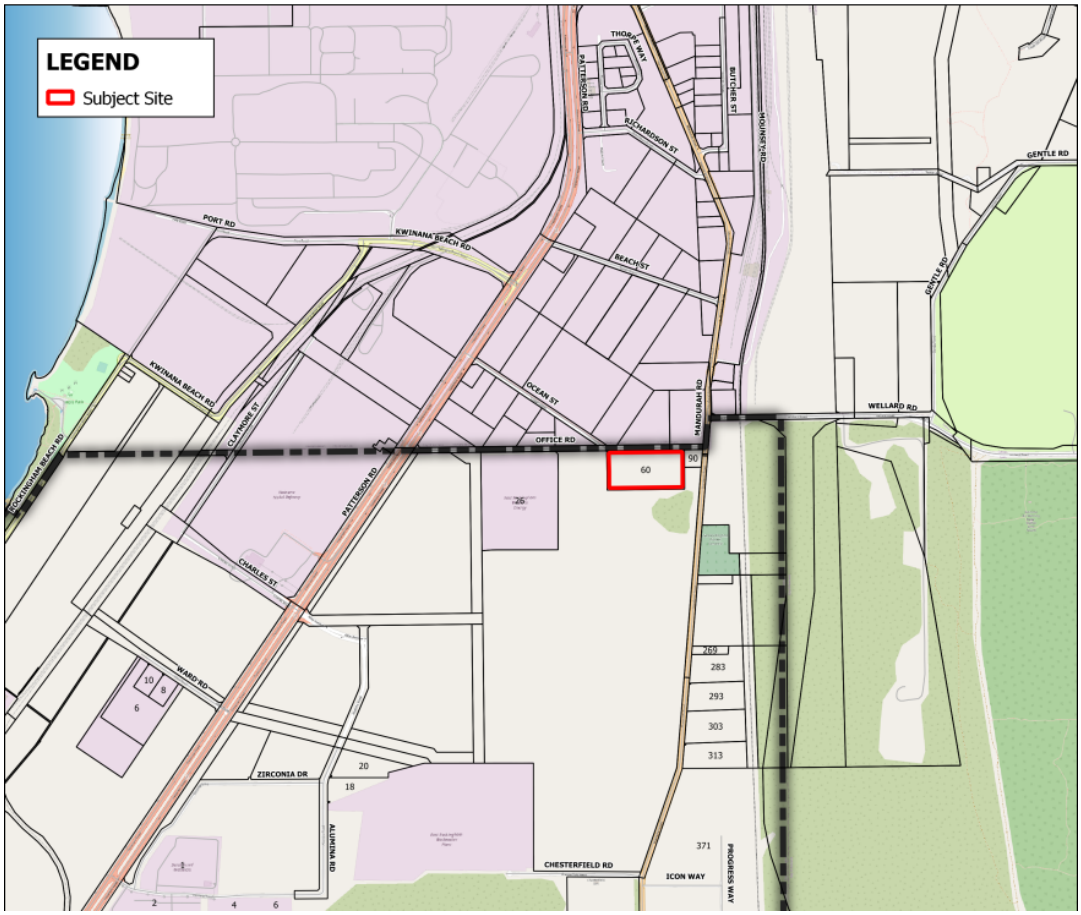
The subject site is 4ha and located on the northernmost boundary of the City of Rockingham.

The site contains a prominent industrial building located centrally, comprising of a warehouse, ancillary office areas, outdoor material storage areas and equipment lay down areas.

Historically, the site was used for various industrial related activities. On-site operations ceased in 2020.

The site is contained within the Rockingham Industry Zone which is part of the Global Advanced Industry Hub (former Western Trade Coast).

The 'Waste to Energy' development, currently being constructed, is located approximately 180m west of the subject site.



1. Location Plan



2. Aerial Plan



3. View of Existing Development from Office Road



4. View East Along Office Road

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Rockingham Town Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Special Industry
Use Class and permissibility:	Industry: General (Licensed) - A Use
Lot Size:	4.049ha
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

A Development Application was lodged with the City on 29 March 2023 seeking approval to construct an Industrial Workshop building on the subject site.

The application seeks approval for development on the eastern half of the site only (refer to Figure 2 above). The land on the western half of the site would be subject to future planning and approvals.

The application is understood to be predicated upon a future tenant that the landowner is in discussion with, whose business specialises in the design, manufacturing and supply of equipment used in the mining industry.

The applicant submitted amended plans and a revised Transport Impact Statement on 21 August 2023, following a request for further information by the City. A revised Bushfire Management Plan was also received on 29 August 2023.

The revised information was provided in response to issues identified during the assessment and consultation phase, relating to traffic, vehicle access, on-site car parking and landscaping, and to respond to matters raised by external government agencies and service providers.

The following sections of the Report are based upon the application, as amended and received on 21 and 29 August 2023.

The proposal includes:

- Construction of an industrial building on the eastern half of the site comprising of an 8,813m² main workshop area; 437m² office area and staff amenities;
- 2.1m high Garrison style fence across the Office Road frontage, and 1.8m high PVC coated link mesh fencing along the side and rear boundaries;
- A landscape strip along the Office Road frontage ranging in width between 5m - 10m;
- Removal of two smaller verge trees and one on-site tree to permit vehicular egress out of the site;
- Car parking at the front of the building (51 on-site car bays);
- Two restricted vehicle access points are proposed, while the existing western vehicle access point is to be retained, as follows:
  - A vehicle entry crossover is proposed on Office Road near the eastern property boundary;
  - A vehicle exit crossover is proposed centrally along the property frontage that is also intended to serve a future development on the western portion of the site;
  - While not forming part of the current application, the existing most western vehicle crossover is intended to provide for vehicle access (entry only) to a future development on the western side to the site.
- The development will be accessed by private vehicles, service vehicle and B-Double trucks up to 27.5m long;
- The revised TIS indicates that the development will generate approximately 136 vehicle trips per regular weekday, comprising:
  - 90 light vehicles;
  - 18 rigid trucks;
  - 20 semi-trailers; and

- 8 B-doubles.

- Up to 40 staff are proposed at any one time; and
- Operation hours are proposed between 6am and 11pm, seven days a week.

Legislation and Policy:

Legislation

- Planning and Development Act 2005;
- Metropolitan Region Scheme;
- Planning and Development (Local Planning Schemes) Regulations 2015 ('the Regulations');
- Town Planning Scheme No.2 (TPS2); and
- Environmental Protection Act 1987.

State Government Policies

- State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7);
- State Planning Policy 4.1 - Industrial Interface (SPP4.1);
- Planning Bulletin 87: High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region (PB87)
- Guidelines for Planning in Bushfire Prone Areas , Version 1.4;
- Environmental Protection Authority (EPA) Guidance Statement No.3 (GS3); and
- Development Control Policy 5.1 - Regional Roads.

Local Policies

- Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities (PP3.3.14);
- Local Planning Policy No.3.3.8 - East Rockingham Industrial Zones (PP3.3.8);
- Local Planning Policy No. 3.3.27 - Community Consultation for Development Applications (PP3.3.27); and
- Local Planning Policy No.3.4.3 - Urban Water Management (LPP3.4.3).

Other:

- Austroads' *Guide to Traffic Management Part 6.*

Consultation:

Public Consultation

The application is considered a 'Complex' application in accordance with the City's LPP3.3.27*,* and as such, advertising was carried out in the following manner:

- All landowners and occupiers within 200m of the subject site were notified in writing of the proposed development;
- A sign advertising the proposed development was erected along the Office Road frontage, for the duration of the consultation period;

- Copies of technical documents and plans of the proposal were made available for public inspection at the City's Administration Building and placed on the City's website; and
- Submissions were requested over a 28 day period, between 23 June and 21 July 2023.

No public submissions were received during the consultation period.

The following government agencies and service providers were consulted:

- Water Corporation (WC);
- APA Group;
- Department of Water and Environmental Regulation (DWER);
- Department of Fire and Emergency Services (DFES);
- Main Roads WA (MRWA);
- Public Transport Authority (PTA).
- City of Kwinana; and
- Department of Planning Lands and Heritage (DPLH).

The key comments are summarised below, with all submissions contained in Attachment 4:

1. Department of Water and Environmental Regulation - summarised
<u>Submission:</u> DWER has advised it does not object to the proposal in principle, however noted the proposal has the potential for impact on the environment and water resource values and management. The following key issues were identified, and recommendations and advice provided: **(i) Industry Regulation:** The proposed intensive chemical storage, metal coating and metal finishing activities will cause the premises to become Prescribed Premises if it has the capability to meet or exceed the design capacity of the relevant category under Schedule 1 of the Environmental Protection Regulations 1987. The *Environmental Protection Act 1986* (the EP Act) requires a Works Approval for a Prescribed Premises and makes it an offense to cause an emission or discharge unless a works approval, licence or registration is held for the premises. The Applicant is advised to refer to the information and Industry Regulation Guide to Licensing available at DWER. **(ii) Contaminated Site**: The site has been used for industrial purposes since (approximately) 1979, including abrasive blasting, metal treatment and coating. The site was classified under the Contaminated Sites Act 2003 as *Possibly Contaminated – Investigation Required* in 2010, and a memorial placed on the certificate of title. DWER has no objection to the development application as the application does not include a change to a more sensitive land use. Further, the DWER recommends that that an approval should not include a contamination condition.

1.	Department of Water and Environmental Regulation (cont…)
	However given the risks associated with the potential disturbance of contaminated soil the DWER recommends the following advice note should Development Approval be granted: "*A construction environmental management plan should be prepared to address the risks associated with potential exposure of soil contamination from beneath the site.* *If groundwater is proposed to be abstracted, analytical testing should be carried out to determine whether the groundwater is suitable for its intended use*". **(iii) Groundwater Use:** The subject area is located in the Cockburn groundwater area (Wellard subarea) as proclaimed under the *Rights in Water and Irrigation Act 1914*. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer, is subject to licensing by the DWER. The issuing of a groundwater license is not guaranteed and if issued, will contain conditions that are binding on the applicant.
Proponent's Response: "*The applicant notes the comments provided by DWER and understands that a Prescribed Premises Works Approval and Licence is required under the Environmental Protection Act 1986".*	
City's Comment: (i) The City notes that a Works Approval will be required from DWER. The environmental impact of the 'Prescribed Premises' will be assessed and managed through this process. (ii) A condition will be recommended, in the event that approval is granted, requiring a Construction Environmental Management Plan in order to address the construction impacts of the development. Based on the advice from DWER, the condition will include the requirement to address the risks associated with potential exposure of soil contamination from beneath the site. (iii) Noted.	
2.	**Department of Fire and Emergency Services (DFES) - summarised**
Submission: **(i) Vegetation Classification:** The BMP submitted with the application includes a vegetation classification of Class B Woodland for Plot 3 which cannot be substantiated. Modification of the BMP is required. Evidence is required to support the exclusion of the vegetation outside of the lot boundary shown in Plot 6 as managed to low threat in accordance with AS3959. The drainage swales inside the eastern and southern boundaries can be difficult to manage to a low threat condition. No management plans were provided. Modification of the BMP is required.	

2.	**Department of Fire and Emergency Services (DFES) - summarised (cont…)**
(ii)	**High Risk Land Use:** The application does not include a Bushfire Emergency Evacuation Plan or a Risk Management Plan. A Risk Management Plan should address bushfire risk management measures for any flammable on-site hazards - DFES 'comment only', not a 'recommendation'.
Proponent's Response:	
(i)	"*Issue vegetation classification:* *Plot 3 is correctly classified as woodland. The BMP has been updated as per DFES request to clarify the woodland classification was derived and demonstrate a canopy cover of 16 %. There is significant development planned for the land to the south, therefore the vegetation and subsequent bushfire threat is expected to reduce over coming years rather than increase (See plans attached to this letter).* *Vegetation Exclusion: BMP has been updated to classify all vegetation outside the lot boundaries. BMP has been updated to include the swales as classifiable vegetation within the lot boundaries*.
(ii)	*The proposed development is for an industrial workshop to be used for fabrication and manufacture of steel products. The storage of chemicals is incidental with the floor area dedicated to chemical storage approximately 2% of the workshop floor.* *The chemical storage is in the northwest corner of the workshop which is at the lowest risk of impact during a bushfire. Given this, it is the opinion of Bushfire Smart that the site does not constitute a high-risk land use and storage of the chemicals on site will not increase the risk of a bushfire".*
City's Comment:	
(i)	**Vegetation Classifications:** The revised BMP adequately demonstrates and the City concurs with the classification of Plot 3 as Class B Woodland as depicted on the revised BMP. The BMP has been updated to include all vegetation outside the lot boundaries and drainage swale as classified vegetation.
(ii)	**High Risk Land Use:** The application states that the proposed use involves the bulk storage of chemicals (1000m³ in aggregate) and includes a paint booth for metal coatings requiring 1000L or more per year of paint or powder. As outlined in the Planning Assessment section of this Report, a Risk Management Plan should be provided to address risk associated with the storage of any potentially combustible chemicals. A condition will be recommended in the event that approval is granted.
3.	**Main Roads WA (MRWA)**
Submission:	
No objection.	

Proponent's Response:

"Noted".

City's Comment:

Noted.

4. Public Transport Authority (PTA) - summarised

Submission:

The PTA indicated no objection to the proposal subject to:

- Construction being confined to the lot boundaries with protocols put in place for construction methods;
- Services must not cross the rail corridor;
- No parking, clearing of vegetation or drainage shall occur on the rail corridor.
- Sufficient dust suppression, bio security and bushfire management to ensure no impact on the rail corridor.

Proponent's Response:

"*Noted".*

City's Comment:

The rail corridor is located approximately 190m east of the subject site. As such, the proposed development is considered unlikely to adversely impact the rail corridor.

Nevertheless, as discussed above, to manage the construction impacts and to address the PTA comments, a Construction and Environmental Management Plan is recommended in the event that approval is granted.

5. City of Kwinana - summarised

Submission:

(i) The intersection of Office Road and Mandurah Road is performing optimally during peak hours. As such, it is recommended the proposed crossover to the west of the site is converted to 'entry only' and the crossover to the east of the site be 'exit only'.

(ii) It is recommended that a turning pocket be required for the western crossover to avoid vehicle queuing during AM peak hours, and to avoid large vehicle lane correction. Lane widening may require tree removal and internal modifications.

(iii) There is currently no drainage infrastructure for Office Road, with stormwater runoff currently flowing as overland flow towards the verge. It is recommended that the stormwater system on Lot 1728 be designed to accommodate the 1% Annual Exceedance probability (AEP) storm for the critical duration.

Proponent's Response:

As per the proponent's response to the DPLH comments below.

City's Comment:

(i) & (ii) Vehicle access arrangements and the need for a turning pocket are discussed in the Vehicle Movement and Safety section of this report below.

(iii) As a general principle, it is considered that stormwater runoff from a development should be disposed of on-site. In regards to the current application, the City considers that stormwater runoff up to 1% AEP storm events must be retained and managed within the development by infiltration using soakwellls or other underground infiltration devices. A condition of development approval, requiring the provision of a Stormwater Management Plan will be recommended accordingly, should approval be granted.

6. Department of Planning Lands and Heritage (DPLH) - summarised

Submission:

(i) Office Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme, and Lot 1728 is not affected by any ORR related land requirement.

(ii) Access is proposed to be obtained via three new full-movement crossovers. The Department has no objection to two access points to Office Road in accordance with WAPC's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers to regional roads.

(iii) The DPLH has no objection to the proposal on Other Regional Roads planning ground and recommends warrants for auxiliary turning lanes for access points to be provided (if required).

Following further discussion with the Department, subsequent updated advice was received from the DPLH indicating no objection to three crossovers to the site on regional road planning grounds. The advice is included in the schedule of submissions in Attachment 4.

Proponent's Response:

"*Amended plans have been prepared which amends the external layout and function of the site. The original plans lodged with the application illustrated the need for two crossovers for the eastern half of the site, with car bays located along the eastern and southern and central internal boundary. However, the amended plans alter the function of the internal vehicle movements by removing all the parking on the sides of the building and providing a central crossover and access point.*

This central access point will be common to the proposed development and a future development on the western side of the site, therefore consolidating vehicle access points to the site.

With respect to the number of crossovers, the applicant submits that this is appropriate to allow trucks to enter through one crossover and exit through the other crossover. These 'one-way' movements remove the need for trucks to turn or reverse within the site, creating a safer and more functional environment.

In regards to the third (western) crossover, it is expected that this crossover will be utilised by a future development on the western side of the lot, much like the proposed eastern crossover. Whilst it is noted that this crossover will not be used by the proposed development, this crossover is existing and remains in situ. It would be unreasonable to require our client to remove this crossover and reinstate the verge, when it is expected that this will be used by a future development.

Based on the number of vehicles generated per day, the City's request for further information requested that a right turning pocket be provided in the Office Road road reservation.

Upon further review of the trip generation numbers provided in the original TIS, the applicant notes that these numbers are extremely inflated and do not represent the expected numbers for the proposed land use. Further, it is noted that the numbers provided, do not break down the type of vehicles. For example, it is less likely that a standard car would create traffic queuing as a car can turn right in a much faster and smaller motion, than a double loaded truck. In light of this, the applicant's updated TIS provides more realistic vehicle trip generation numbers and vehicle types".
City's Comment: (i) Noted. (ii) The merit (or otherwise) of the provision of a third crossover to service a development on the western portion of the site is beyond the scope of the current application, and would be considered at the time of lodgement of a future Development Application. (iii) Noted. The City concurs with the DPLH and City of Kwinana and recommends the provision of a right turn treatment (AUR) for an entry crossover for the reasons outlined in the Planning Assessment section of this report below.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies as outlined in the Legislation and Policy section of this report.

The following matters have been identified as key considerations for the determination of the application:

- Planning in Bushfire Prone Areas;
- Industrial Interface;
- Separation Distances between Industrial and Sensitive Land Use (Guidance Statement No.3);
- High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region;
- East Rockingham Industrial Zones Policy;
- Bicycle Parking and End-Trip-Facilities;
- Urban Water Management;
- Environmental Approval;
- Car Parking; and
- Vehicle Movement and Safety.

Planning in Bushfire Prone Areas

SPP3.7 guides the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

The development site has been designated bushfire prone under the *Fire and Emergency Services Act 1998* (as amended) and therefore the requirements of SPP3.7 are applicable.

The objectives of SPP3.7 are to:

- *"Avoid any increase in the threat of bushfire to people, property and infrastructure. The preservation of life and the management of bushfire impact are paramount.*

- *Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.*
- *Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account bushfire protection requirements and include specified bushfire protection measures.*
- *Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change."*

As the proposed development is in a 'bushfire prone area', the applicant has submitted a Bushfire Management Plan (BMP), which has been updated to address DFES comments regarding the vegetation classifications. The BMP complies with SPP3.7 and the Bushfire Guidelines as discussed further below.

SPP3.7 recognises that vegetation is not necessarily the only fuel in a bushfire event and that certain high risk land uses may ignite a bushfire, prolong its duration, or increase its intensity, requiring the provision of a Bushfire Risk Management Plan (BRMP). A BRMP assesses the bushfire risk of a development site and outlines strategies to manage that risk, including personnel training, ongoing maintenance/management practises and landscaping requirements.

Policy Measure 6.6 (Vulnerable or High Risk Land Uses) of SPP3.7 states that development applications for **high-risk land uses** (emphasis added) in areas between BAL-12.5 to BAL-29 will not be supported unless they are accompanied by a Bushfire Management Plan jointly endorsed by the relevant local government and the State authority for emergency services (noting the Guidelines state that DFES provides 'advice only' but does not endorse BMP's) making provision for a risk management plan for any flammable on-site hazards.

A High Risk Land Use is defined as:

"*A land use which may lead to the potential ignition, prolonged duration and/ or increased intensity of a bushfire. Such uses may also expose the community, fire fighters and the surrounding environment to dangerous, uncontrolled substances during a bushfire event. Examples of what constitutes a high-risk land use are provided in the Guidelines*".

The types of chemicals proposed to be stored on site have not been identified by the applicant, so the risk in terms of a potential ignition source and the need for a BRMP cannot clearly be determined based on the information provided to date.

The BMP states that the proposal does not constitute a High Risk Land Use, and consequently a BRMP was not provided in support of the application.

Due to the quantities of chemicals proposed to be stored on-site (ie. at least 1000m³ of chemicals used in the production process) however, the City consulted with DFES. The DFES response did not necessarily recommend a BRMP but suggested (as a 'Comment Only' not a 'Recommendation') that "…C*onsideration should be given to the Bushfire Guidelines section 5.6. A risk management plan should address bushfire risk management measures for any flammable on-site hazards".*

In light of the DFES advice, giving due regard to section 5.6 of the Guidelines, and in applying the 'precautionary principle' the City considers (based on the information submitted to date), that a BRMP should be provided in addition to a BMP for this development. A BRMP is therefore recommended as a condition, in the event that Approval is granted.

Guidelines for Planning in Bushfire Prone Areas (the Guidelines)

The Guidelines provide supporting information to assist in the interpretation of the objectives and policy measures outlined in SPP3.7. An assessment against the Guidelines is provided as follows:

Element	Provided	Compliance
1. Location	The site is largely non-vegetated, while the available separation between the proposed building and classified vegetation surrounding the site enables the development to achieve BAL-29 or lower.	Complies
Siting and Development	An Asset Protection Zone (APZ) can be provided and contained within the site. The entire site will need to be managed as an APZ for duration of the development.	Complies
3. Vehicular Access	Public road access is provided to at least two different destinations via Office Road; and Internal driveways can be constructed to the requirements of Table 6 column 4.	Complies
4. Water	The site is within a reticulated water supply area and can be connected. Hydrant access connection is adjacent to the north-eastern lot boundary on Office Road.	Complies

Section 5.6 of the Guidelines states that "*High risk land uses may include, but are not limited to service stations, landfill sites,* ***bulk storage of hazardous materials*** *(*emphasis added*), fuel depots and certain heavy industries…*". Proposals for non-residential high risk land uses in bushfire prone areas are to comply with Policy Measure 6.6 of SPP3.7.

It is considered that the requirement for a BRMP (discussed above), is appropriate and can be addressed as a condition of Development Approval, in order to achieve the intent of the Policy objectives.

Industrial Interface

The primary purpose of SPP4.1 is to avoid conflict and encroachment between industrial and sensitive land uses. The objectives of SPP4.1 are as follows:

- *"Ensure the impacts of industrial land uses are considered at all stages of the planning process.*
- *Adequately separate industrial land uses and any resulting off-site impacts and/or safety risks from incompatible land uses to:*
  - *protect industrial areas to improve long-term operational certainty*
  - *avoid, mitigate or manage potential impacts on the health and amenity of people and the environment*
  - *promote co-location of like uses to minimise the impact area.*
- *Plan the land use transition between industrial land uses/infrastructure facilities and sensitive land uses by providing compatible zones, reserves and land uses."*

The proposal is considered to be compatible with existing and planned industrial development in the area. The development complies with SPP4.1, with any environmental impacts, associated with the industrial activity, to be managed by the future DWER Works Approval under the EPA Act.

Separation Distance between Industrial and Sensitive Land Use (Guidance Statement No.3

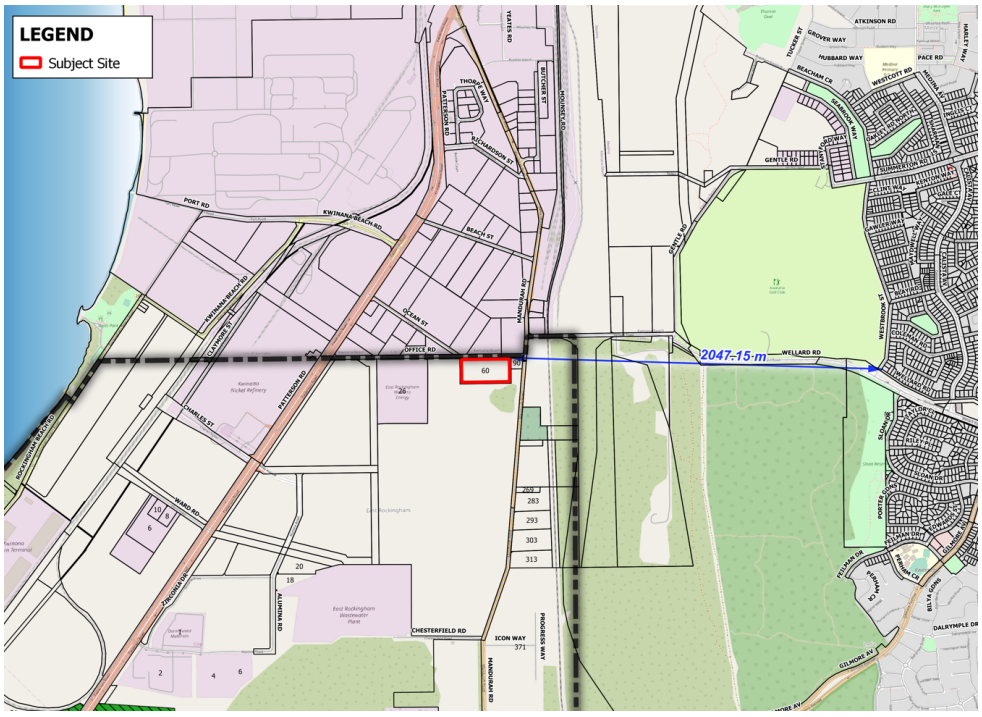
The EPA Guidance Statement (GS3) provides advice to proponents, responsible authorities, stakeholders and the public on the minimum requirements for environmental management which the EPA would expect to be met when considering a development proposal.

For the purpose of GS3, 'industrial land use' is used in a general way to encompass a range of industrial, commercial and rural activities, associated with off-site emissions that may adversely affect the amenity of sensitive land uses. A table of land uses is provided in the Guidance Statement.

GS3 outlines the following relevant separation distances which apply may between the proposed development and sensitive land uses:

- Bulk Chemical Storage: 500m - 1,000m;
- Metal Finishing (galvanising): 500m; and
- Metal coating in a booth: 200m.

The residential suburb of Wellard is the nearest 'sensitive area' and is setback approximately 2,000m, from the proposed development. As such, the application complies with the GS3.



5. Separation to Residential Land

High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region

The purpose of PB87 is to ensure that planning decisions take into account the risk associated with high pressure gas transmission pipelines in the vicinity of a development site, so as to ensure the risk to people and property is within acceptable levels, and that future potential of the pipeline corridor/easement is not constrained.

PB87 contains setback distances based on quantitative risk assessment undertaken for the Parmelia Gas Pipeline (PGP), with which development is required to comply, unless exempt.

The PGP sits within an easement and is located approximately 45m east of the subject property and runs underground across the front of the site. Through the consultation process, the PGP operator confirmed that given the nature and scale of proposed development, it is considered exempt from the need to provide a risk assessment, as outlined within section 3.1(a) of PB87 below:

"*Small-scale infill land uses, subdivisions or development which completes or rounds-off existing land use, subdivision or development that is already at a lesser setback distance than defined in table one other than sensitive developments as defined in Part 5 of Appendix 1".*

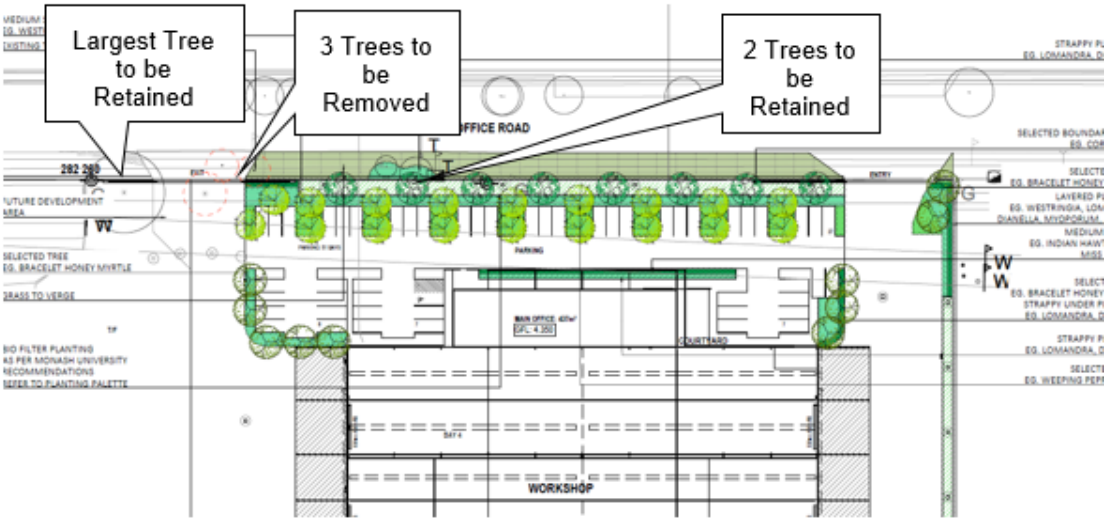
The City concurs that the proposed development does not trigger the need for a pipeline risk assessment.

East Rockingham Industrial Zones Policy

The East Rockingham Industrial Zones Policy has been prepared to guide the orderly development of serviced industrial land within Rockingham and East Rockingham.

The proposal complies with the Policy provisions relating to the built form requirements, building setbacks, fencing, services and storage. The Table below identifies areas of non-compliance; discusses key matters and provides the City's assessment:

Building Setback and Landscaping Requirements		
Required	Assessment	Compliance
Minimum 10.0m wide landscaping strip is required, plus landscaping to the street verge.	A 5m-10m wide landscape strip is provided which accommodates intermittent pods of car parking bays in the rear 5m. Landscaping comprises of a layered planting regime incorporating shrubs and groundcovers, bio filter plants; a range of proposed trees and existing trees to be retained across the frontage of the site. The central vehicle access point will result in the loss of three trees that span private property and road reserve. Within the street verge, the landscaping comprises of planted lawn and a small garden area in the vicinity of a group of 2 trees which are to be retained.	The width of the landscape strip does not comply, however, a policy variation can be sustained, as: • The layered composition of the proposed landscaping strip provides an effective visual interface between the public and private realms that will assist to screen the building from the street. The robustness of the landscaping is considered to achieve the Policy intent.

Building Setback and Landscaping Requirements		
		• Attempts have been made to retain existing trees along the property frontage where possible. On balance, it is considered that the tree retention strategy is reasonable in that the largest tree in proximity to the central vehicle access point has been retained. Modifications are required to the Landscaping Plan to address minor design issues identified during the assessment process, and to align the Landscape Plan with the Site Plan and BMP. A condition is recommended accordingly in the event that approval is granted.
 6. Trees to be Removed/Retained		

General Landscaping Requirements		
In the 'Special Industry' zone, protection of landscaping buffer areas is of key importance to soften the impact of large scale industry developments. • Verge areas are to be landscaped and reticulated at the time of development by the owner/operator. • Shade trees in the verge (outside of buffer areas) must be provided at 1 tree per 10 metres of street frontage, unless otherwise approved. • Shade trees are to be provided at a ratio of 1 per 4 car bays, evenly throughout parking areas.	The street verge is proposed to be planted in lawn and includes small garden area beneath the trees to be retained. Two existing trees are to be retained within the street verge. To comply with the policy a condition will be recommended requiring the provision of 12 additional trees in the street verge along the frontage of the site. Adequate shade trees are provided to the car parking bays.	Partial compliance. The Landscape Plan, however, will need to be updated to include additional trees in the street verge and address minor design issues identified by the City. An appropriate condition is recommended in the event that approval is granted.
Car Parking		
• The number and location of crossovers must consider traffic safety, ease of vehicle moment and the location of existing and proposed vegetation;	• Two (2) vehicle access points are proposed for this development, while a third (existing) crossover is intended for a future development on the western half of the site. • Three existing trees will be removed to provide for the central vehicle crossover.	It is considered that the proposal complies. It is considered that three vehicle access points are required in order to provide an optimal planning outcome for the site in the longer term, noting that this application only seeks approval for the central and eastern crossovers. The location of the proposed crossovers is considered acceptable, safe (subject to a right turn treatment) and provides a reasonable balance between vegetation retention and accommodating the needs of the development.

Car Parking (cont…)		
		The function of the proposed crossovers is a matter that is discussed in the Vehicle Movement and Safety section of this report below. 'Futureproofing' the most western crossover, provides for an optimum planning outcome.

The design of the landscape and car parking areas is generally consistent with the objectives of PP3.3.8. These areas can be appropriately managed for duration of the development via appropriate conditions of Development Approval.

Bicycle Parking and End-of-Trip Facilities

PP3.3.14 facilitates the appropriate provision of secure, well designed and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City.

Bicycle Parking Requirement

The requirement for short-term (visitor) parking is not considered to serve any benefit, and only the requirement for long-term parking has been considered.

Land use	Required	
	Rate	Number
Industry (9250m²)	0.1 spaces per 100m² NLA	10 (9.25)
Total	10	

No provision of bicycle spaces has been made. In the event the development is approved, a condition of development approval requiring the provision of ten (10) long-term bicycle parking spaces is recommended.

End-of-Trip Facilities

In terms of LPP3.3.14, 10 long term parking spaces require the provision of three showers required with access to change rooms. The floor plans provide for 4 showers (3 male and 1 UAT/female showers) with access to changing room space in the main office area.

It is also recommended that a condition be imposed requiring the provision of end-of-trip facilities in accordance with LPP3.3.14.

Urban Water Management

In accordance with LPP3.4.3, stormwater runoff from the development should be retained and managed within the subject site (designed for up to 1% AEP storm events) by infiltration using soakwellls or other underground infiltration devices, and incorporate Water Sensitive Urban Design (WSUD) elements to treat the first 15mm of rainfall runoff from trafficable areas.

The application includes provision for a drainage swale system planted with “Bio filter” vegetation adjoining the street and side boundary.

A Stormwater Management Plan is recommended as a condition in the event that approval is granted, detailing how stormwater will be appropriately contained on site or otherwise managed in accordance with the requirements contained in any licence or approval issued by the DWER to the satisfaction of the City.

Environmental Approval

As the proposal includes elements of chemical blending, a 'Works Approval' and registration from the Department of Water and Environmental Regulation (DWER) is required under the *Environmental Protection Regulations 1987* (EP Regulations). The applicant intends to pursue the 'Works Approval' following the granting of Development Approval.

Car Parking

TPS2 requires the provision for the on-site parking of vehicles in accordance with the provisions of Clause 4.15 and Table No.2.

The parking requirement based on the proposal requires a minimum of 185 on-site parking bays, as detailed below.

Use Class	Minimum Requirement	Floor Area	Required Bays	Provided Bays
Industry	1 bay per 50m^2 NLA for factory units and bulky goods showrooms, plus 1 bay per 100m2 NLA for warehouses **or** 1 bay per employee, whichever is the greater	9250m^2	185 bays	51
Total			185 bays	51 bays
Shortfall			134 bays	

There is a technical parking shortfall of 134 car bays, however, it is noted that the development has an intended workforce of 40 employees.

It is considered that there are reasonable grounds to apply discretion considering the nature of the proposed development and the number of employees and visitors attracted to the site.

Clause 4.20 of TPS2 allows the Council to exercise discretion in modifying development standards where it is satisfied that:

(*a*) *approval of the proposed development would be appropriate having regard to the criteria set out in Clause 67 of the deemed provisions;*

(b) approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenity of the locality;

(c) the non-compliance will not have any adverse effect upon the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality; and

(d) the spirit and purpose of the requirements or standards will not be unreasonably departed from.

The provision of 51 car parking spaces is considered sufficient for 40 employees and 11 visitors. To require 185 car bays would be considered over-provision. Such a variation is considered consistent with principles of orderly and proper planning; will have no adverse impact on any party or the amenity of the locality, and is commensurate with the demand for parking generated by this development.

As mentioned earlier in the Details section of this Report, the City understands that this Development Application is predicated upon discussions that are currently underway between the landowners and an operator specialising in the design and manufacturing of equipment used in the mining industry, involving up to 40 employees on site at any time. There are implications to consider in the event that Development Approval is granted however, if a different operator was to act upon the approval involving more than 40 employees on site at any time, for example. Additional employees or visitors, would likely demand the need for additional car parking, which may or may not be able to be accommodated on site, depending on the size of the business. In order to address the need for adequate parking provision and provide planning certainty, a condition is recommended in the event Development Approval is granted to limit the land use to no more than 40 employees on site at a time. Such a condition provides a trigger to require a new application if required, which can then be assessed on merit.

Subject to the above condition, a variation from the Scheme requirement can be supported based on the intended occupier of the building.

Vehicle Movement and Safety

Under Clause 4.10 of the TPS2, in considering an application for Development Approval, the decision maker shall have regard to the following:

"(d) to ensure safe movement of vehicular and pedestrian traffic in the area."

The applicant has provided a revised TIS accompanying the amended plan. Upon review, the City has concerns about the assumptions adopted in the revised TIS which impact on the calculated turning warrants, trip generation and trip distribution data (noting the revised TIS reduced the expected trip generation for the development from 474 vehicles per day, to 136 vehicles per day). Irrespective of this anomaly, it is considered that the surrounding road network has the capacity to accommodate traffic generated by the development.

The revised plans show an 'exit only' access point at the western end of the proposed development (centrally on the site) and an 'entry only' access point at the eastern end of the site, which is in contrast to the suggestion by the City of Kwinana. The proposed eastern vehicle entry access point is in the immediate proximity to the beginning of the left turn lane for the Mandurah Road/Office Road intersection. The intersection itself is approximately 65m to the east.

The City concurs with the City of Kwinana (and DPLH) and recommends the provision of a right turn treatment (AUR) for the vehicle entry crossover to allow through traffic on Office Road to pass vehicles that are turning into the subject site. This would assist to avoid vehicle queuing and large vehicle lane corrections, noting Office Road has a 7.5m wide carriageway and forms part of the Main Roads WA RAV-4 heavy vehicle network. In the event that the application is approved, a condition is recommended requiring the provision of a right turn treatment (AUR) to the entry acess point.

The revised TIS states that a basic right turn (BAR) treatment for the eastern vehicle entry point is not feasible given the proximity to the Mandurah Road intersection left turn lane. The City acknowledges this and considers the provision of an auxiliary right turn (AUR) treatment is necessary for the development, as discussed above.

Figure 3.2: Urban basic (BA) turn treatments

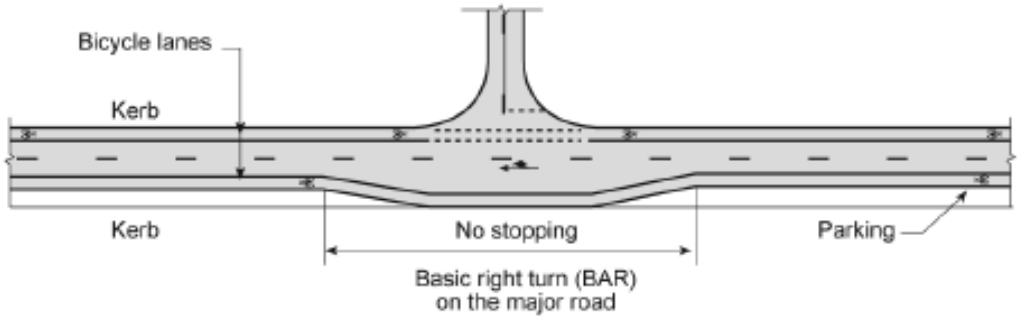
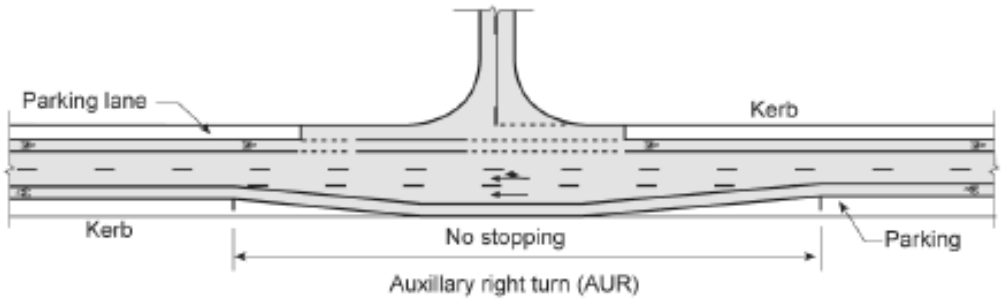
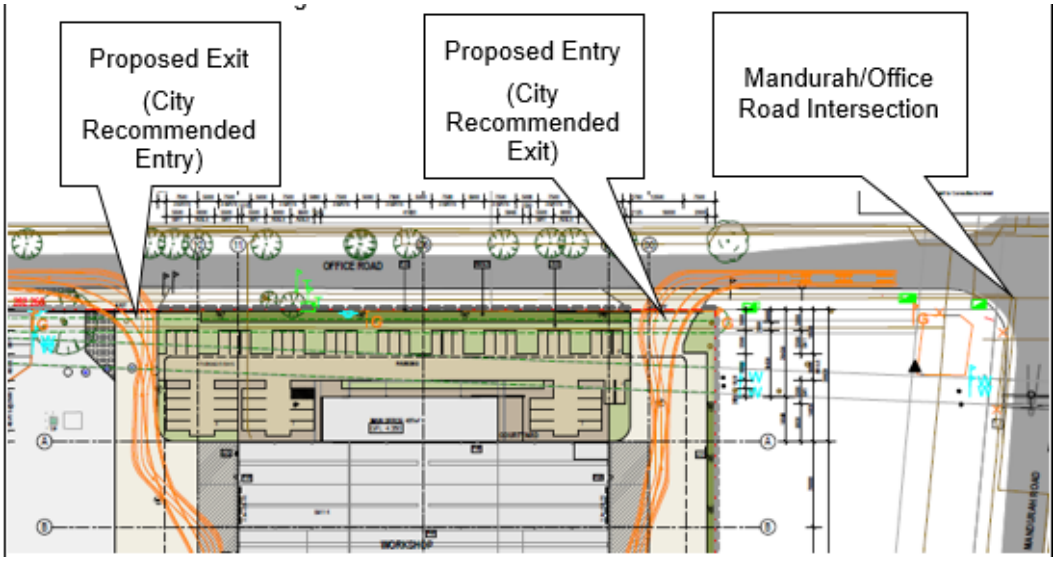


Figure 3.6: Urban auxiliary lane (AU) turn treatments



7. BAR/AUR Turning Lane Examples

If, as the TIS states, the proximity of the eastern vehicle entry crossover to the Mandurah Road intersection left turn lane prevents the provision of a right turn treatment, then it is recommended that the vehicle access strategy outlining the directional traffic flow for the development be 'flipped', so that vehicles enter the site at the western proposed access point and leave the site via the eastern access point. An additional exit only access point would then be provided at the western end of the lot when the balance of the site is developed in the future if a third crossover is permitted. This arrangement aligns with the City of Kwinana's comments. In the event that the application is approved, a condition is recommended for an amended site plan to address the above, prior to applying for a Building Permit.



8. Vehicle Access Strategy

Conclusion:

The proposed development is an industrial land use that requires approvals from DWER, being a 'Prescribed Premises' under the EP Regulations. Environmental approvals will be sought in the event that Development Approval is granted.

The planning vision for the RIZ envisages a mix of heavy industrial and general industrial uses, with surrounding vacant and occupied land also zoned for industrial purposes. Subject to the recommended changes to the vehicle access strategy discussed in this Report (and the recommended conditions), the proposed development is considered compatible with the existing context of the locality, does not result in any land use conflict and is unlikely to adversely impact the amenity of the locality.

The proposed development complies with TPS2 and relevant State and Local Planning Polices, including where discretion is warranted to vary provisions relating to car parking and landscaping.

A key issue has been to ensure that the overall future development capacity of the land is not compromised by the outcome of this Development Application. It is considered that the site plan layout, vehicle access and landscaping strategies can achieve this outcome, as discussed through the Report.

A condition requiring the provision of a right turn treatment will address traffic safety concerns and issues raised by the City of Kwinana and DPLH.

On balance, it is considered that the application has merit and it is recommended that the application be conditionally approved.

GENERAL NOTES
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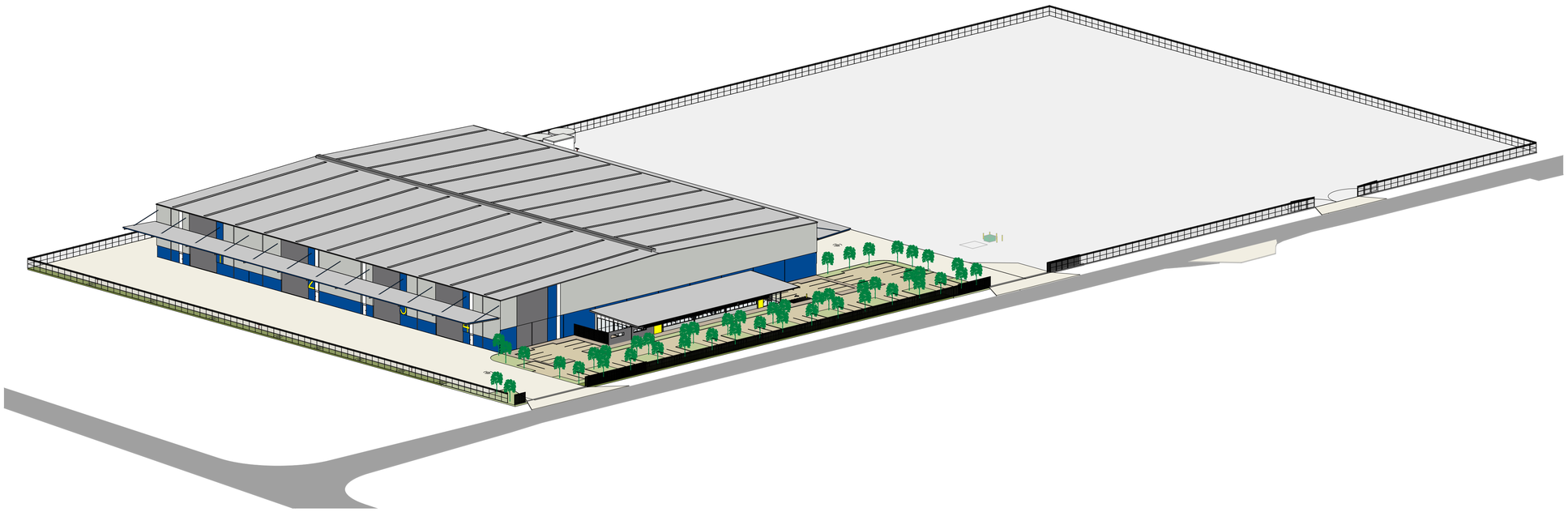
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

SPECIAL INDUSTRIAL DEVELOPMENT
Lot 1728 (No 60) Office Road
EAST ROCKINGHAM WA
for
Lupomar Pty Ltd



VIEW LOOKING SOUTH WEST

DRAWING LIST

Drawing No	Drawing Name	Revision	Revision Date	Revision Description
A0.00	COVER SHEET	U	230810	PARKING
A1.01	LOCATION PLAN	U	230810	PARKING
A1.02	LOCALITY PLAN	U	230810	PARKING
A1.03	SITE PLAN - EXISTING	U	230810	PARKING
A2.00	SITE PLAN - DEMOLITION	U	230810	PARKING
A2.01	SITE PLAN - PROPOSED	U	230810	PARKING
A2.02	SITE PLAN - SURVEY	U	230810	PARKING
A2.03	FLOOR PLAN	U	230810	PARKING
A2.04	ROOF PLAN	U	230810	PARKING
A3.01	ELEVATIONS	U	230810	PARKING
A3.02	SECTIONS	U	230810	PARKING
A4.01	MAIN OFFICE - PLANS	U	230810	PARKING
A4.02	MAIN OFFICE - ELEVATIONS	U	230810	PARKING

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **COVER SHEET**

Project Number: **2223027**

Drawing No.: **A0.00** Rev.: **U**

Reduction 25mm on A1 | Scale | Date **February 2023** | Drawn **TMS** | Checked -

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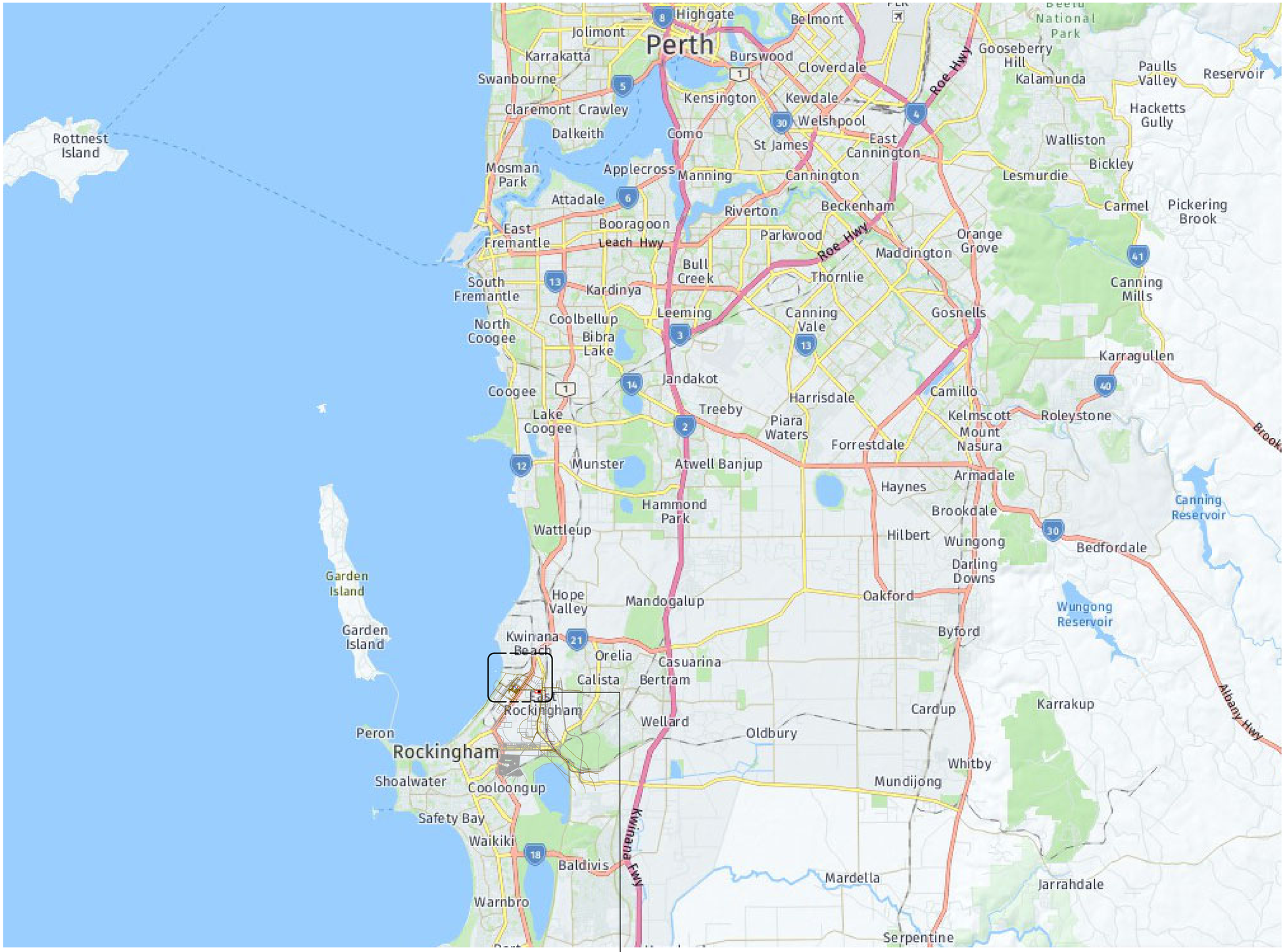

LOCATION PLAN
SCALE: 1 : 100000

1000 0 1000 2000 3000 4000 5000
m

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U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCATION PLAN

Project Number **2223027**

Drawing No. **A1.01**

Rev. **U**

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1 / A1.01 LOCALITY PLAN
SCALE: 1 : 5000

50 0 50 100 150 200 250 m

X / A1.03 SITE PLAN - EXISTING
D / A2.00 SITE PLAN - DEMOLITION
1 / A2.01 SITE PLAN - PROPOSED
1 / A2.02 SITE PLAN - SURVEY

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **LOCALITY PLAN**

Project Number: **2223027**

Drawing No.: **A1.02**

Rev.: **U**

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OCEAN STREET

OFFICE ROAD

MANDURAH ROAD

9009

622

282.26

143.43

EASEMENT

MIXED SURFACE
SAND/CONCRETE/BITUMEN

CRANE COLUMNS/BEAMS

STEEL
SIGN

CRANE BEAM/PLINTHS

CRANE BEAMS

GANTRY RAIL

X
A1.02
SITE PLAN - EXISTING
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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Drawing Name
SITE PLAN - EXISTING

Project Number
2223027

Drawing No. A1.03 Rev. U

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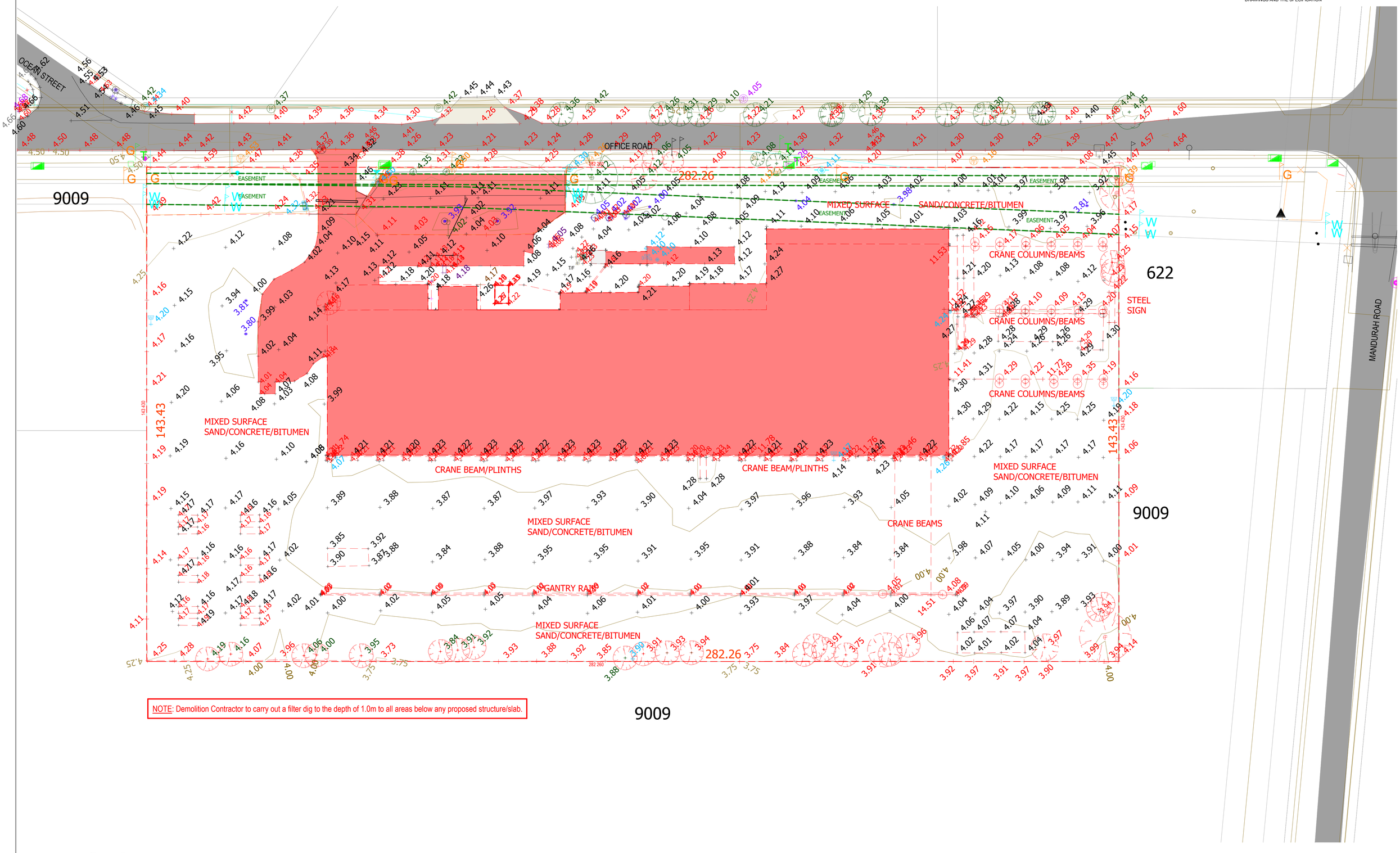
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION



NOTE: Demolition Contractor to carry out a filter dig to the depth of 1.0m to all areas below any proposed structure/slab.

D A1.02 SITE PLAN - DEMOLITION
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd
Drawing Name: SITE PLAN - DEMOLITION
Project Number: 2223027
Drawing No.: A2.00
Rev.: U
Reduction 25mm on A1 | Scale 1 : 500 | Date February 2023 | Drawn TMS | Checked -
D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_U.rvt

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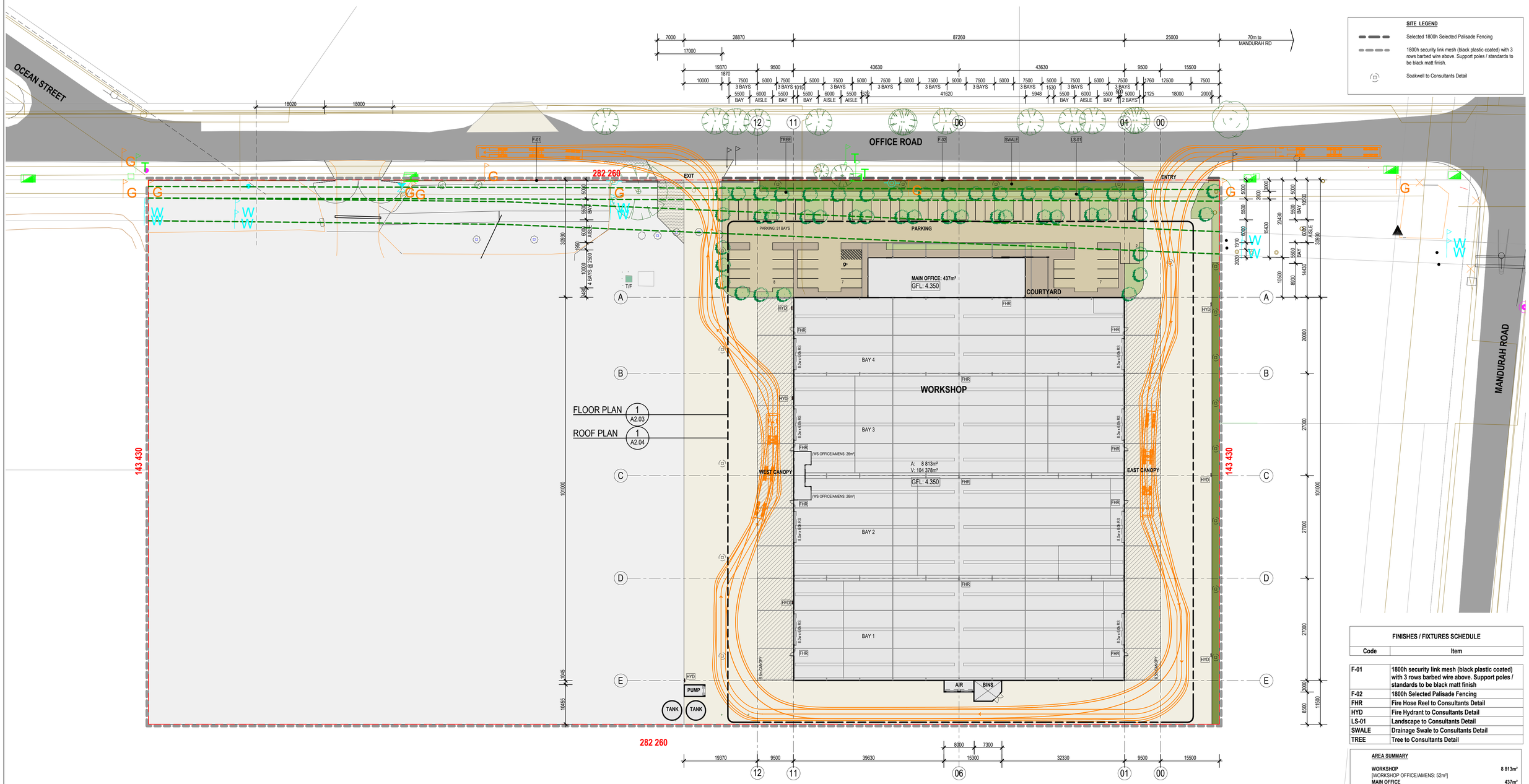
SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail



FINISHES / FIXTURES SCHEDULE	
Code	**Item**
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	**8 813m²**
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	**437m²**
AIR	**24m²**
(SITE COVER)	(9 274m²)
HARDSTAND	**7 643m²**
(CANOPY)	(1 919m²)
PARKING: 51 BAYS	**1 616m²**
TOTAL LANDSCAPE	**1 714m²**
(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	**20 247m²**
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 52 BAYS

1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01** Rev.: **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_U.rvt

GENERAL NOTES
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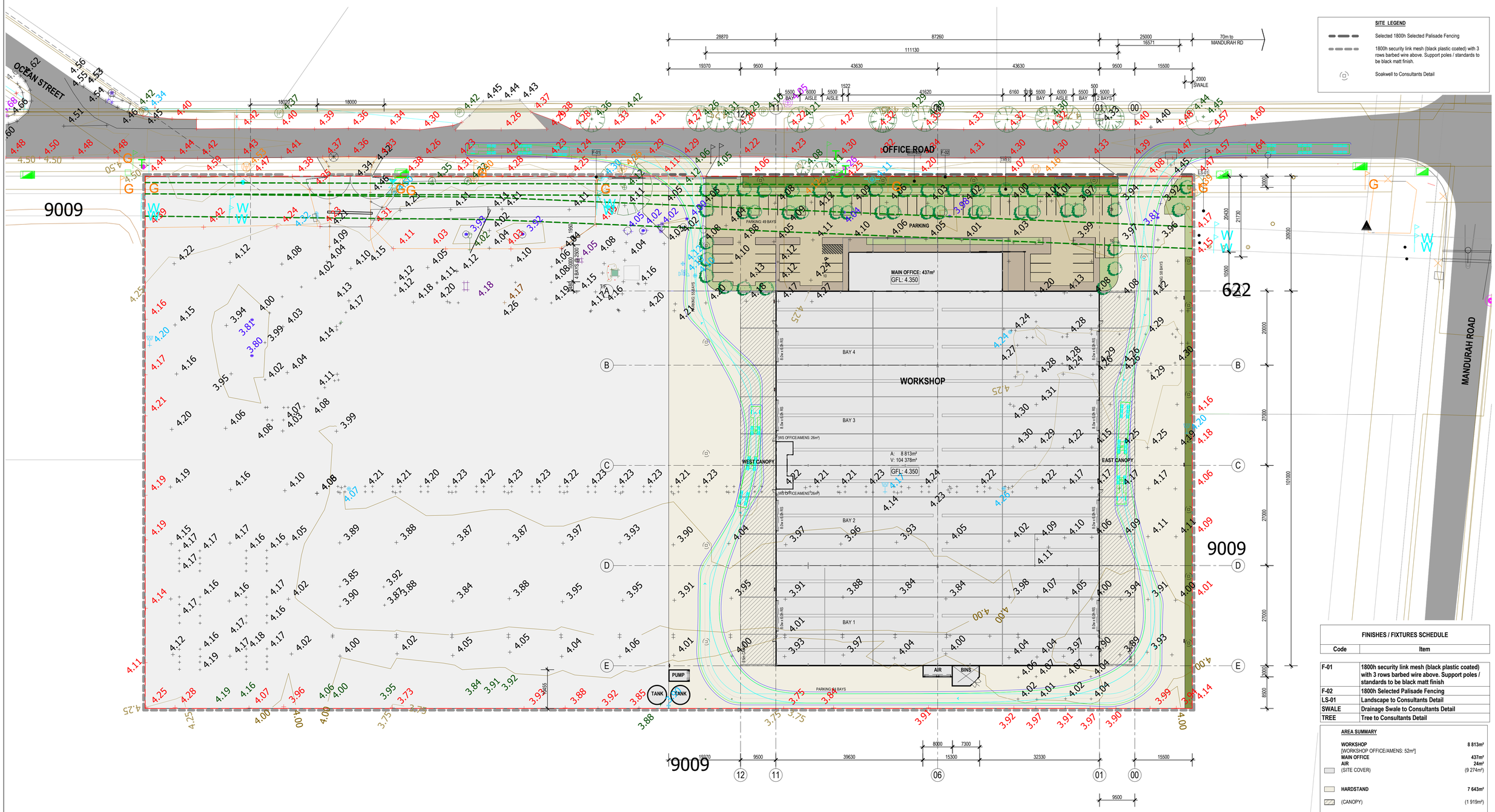

SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail

FINISHES / FIXTURES SCHEDULE

Code	Item
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	8 813m²
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	437m²
AIR	24m²
(SITE COVER)	(9 274m²)
HARDSTAND	7 643m²
(CANOPY)	(1 919m²)
PARKING: 51 BAYS	1 616m²
TOTAL LANDSCAPE	1 714m²
(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	20 247m²
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 52 BAYS

1 A1.02 SITE PLAN - SURVEY
SCALE: 1 : 500

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - SURVEY

Project Number: 2223027

Drawing No.: A2.02

Rev.: U

Reduction 25mm on A1 | Scale As indicated | Date February 2023 | Drawn TMS | Checked -

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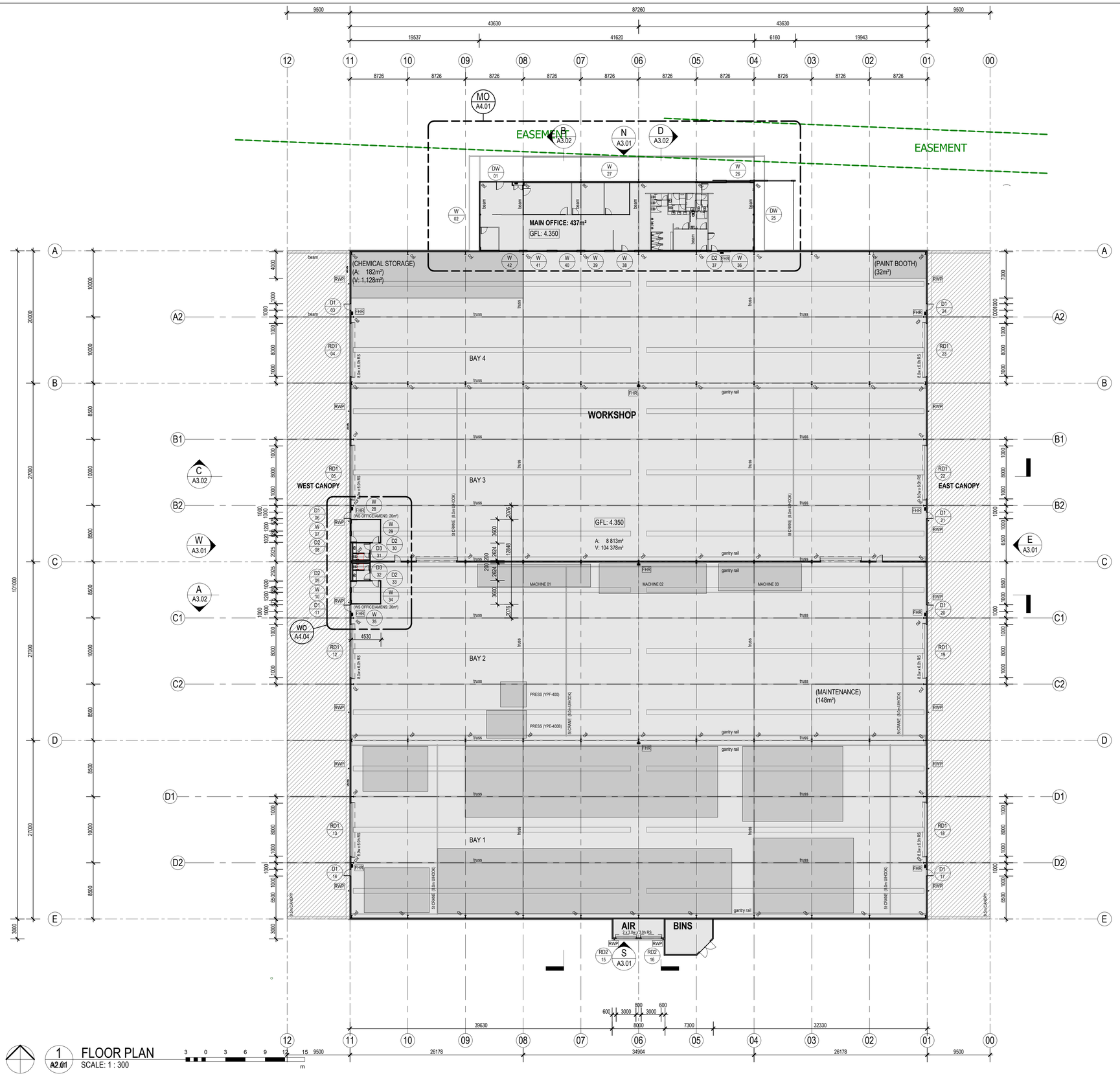
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
FHR	**Fire Hose Reel to Consultants Detail**
RWP	**Rain Water Pipe**



1 A2.01 FLOOR PLAN
SCALE: 1 : 300

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U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
FLOOR PLAN

Project Number **2223027**

Drawing No. **A2.03** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_U.rvt

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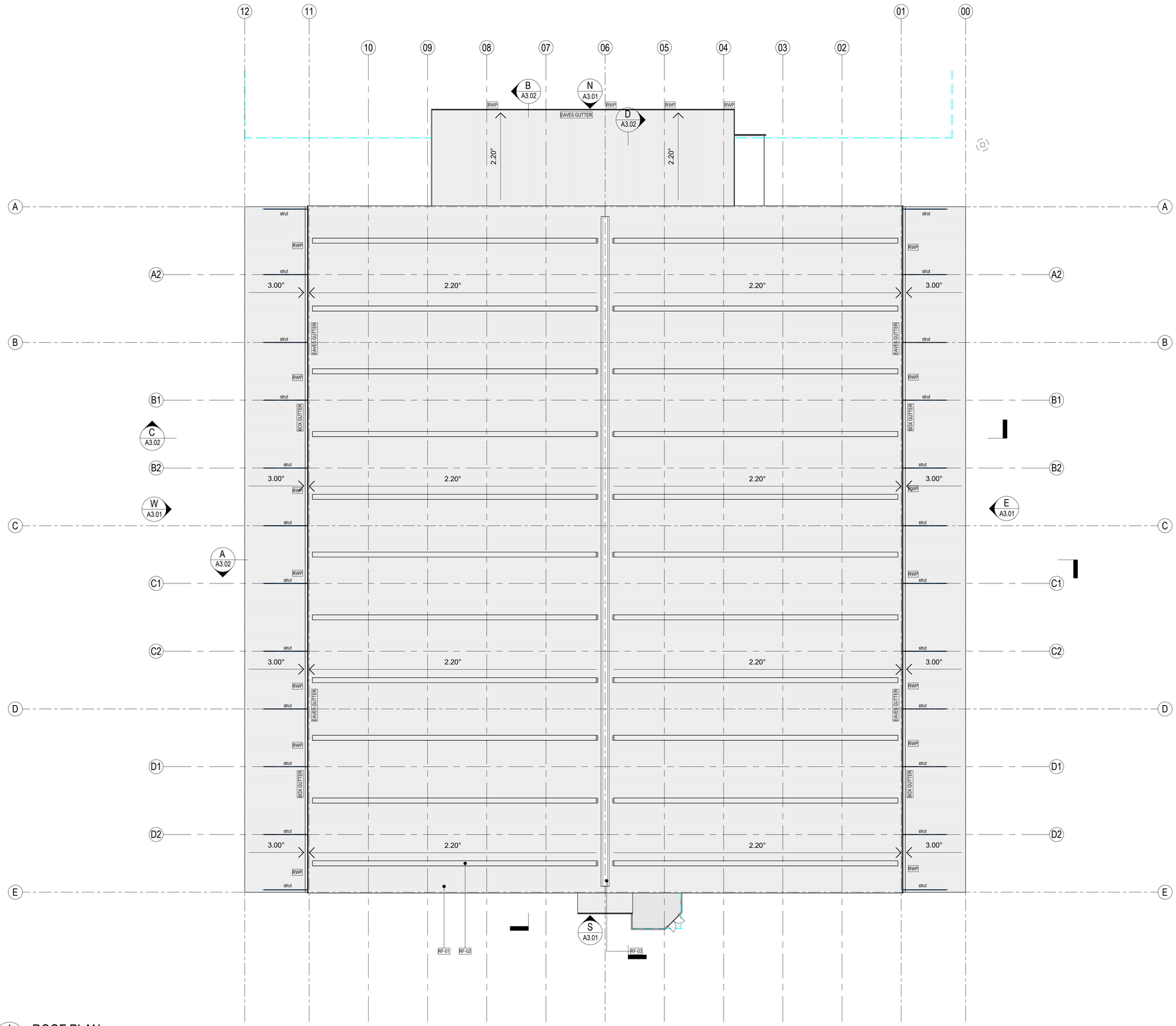
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
BOX GUTTER	**600 x 200 Box Gutter**
EAVES GUTTER	**Eaves Gutter**
RF-01	**Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)**
RF-02	**Roof Lights - Trimdeck**
RF-03	**Selected 600mm Throat Ridge Vent**
RWP	**Rain Water Pipe**



1 ROOF PLAN
A2.01
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ROOF PLAN

Project Number
2223027

Drawing No. **A2.04** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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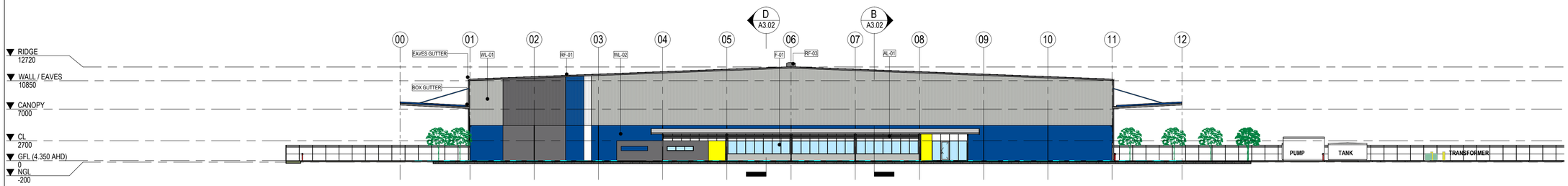
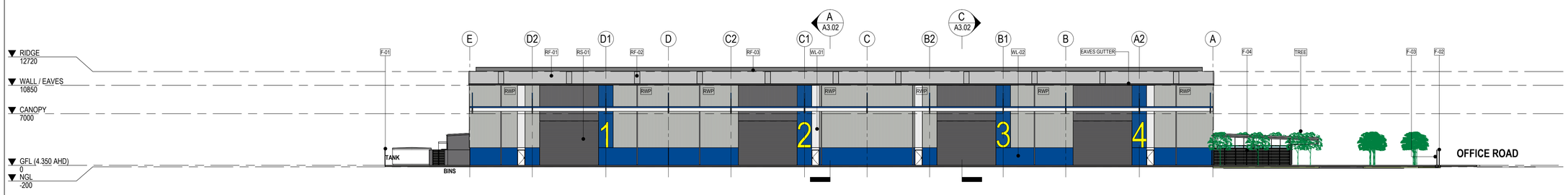
FINISHES / FIXTURES SCHEDULE

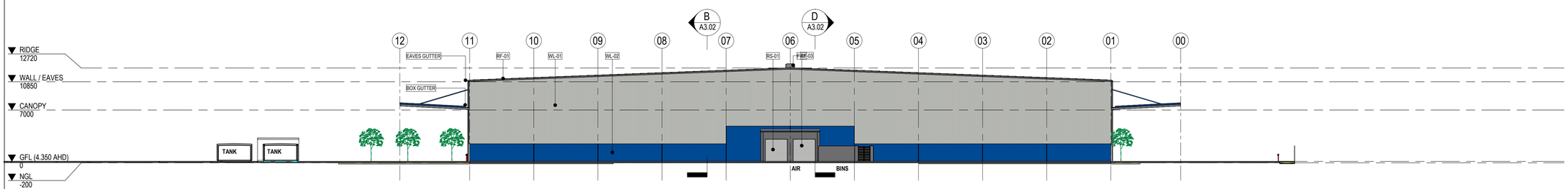
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
BOX GUTTER	600 x 200 Box Gutter
EAVES GUTTER	Eaves Gutter
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
F-03	1800h Selected Palisade Sliding Gate
F-04	2400h Selected Aluminium Slatted Screen
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
RF-02	Roof Lights - Trimdeck
RF-03	Selected 600mm Throat Ridge Vent
RS-01	Roller Shutters - Powdercoat
RWP	Rain Water Pipe
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted



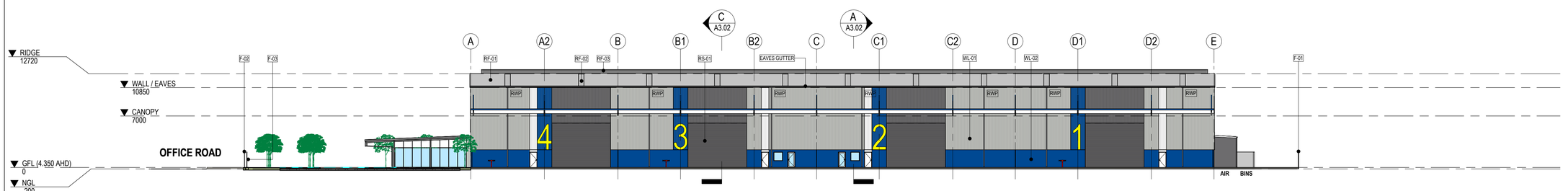
N A2.03 NORTH ELEVATION
SCALE: 1 : 300



E A2.03 EAST ELEVATION
SCALE: 1 : 300



S A2.03 SOUTH ELEVATION
SCALE: 1 : 300



W A2.03 WEST ELEVATION
SCALE: 1 : 300
3 0 3 6 9 12 15 m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ELEVATIONS

Project Number **2223027**

Drawing No. **A3.01**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked **-**

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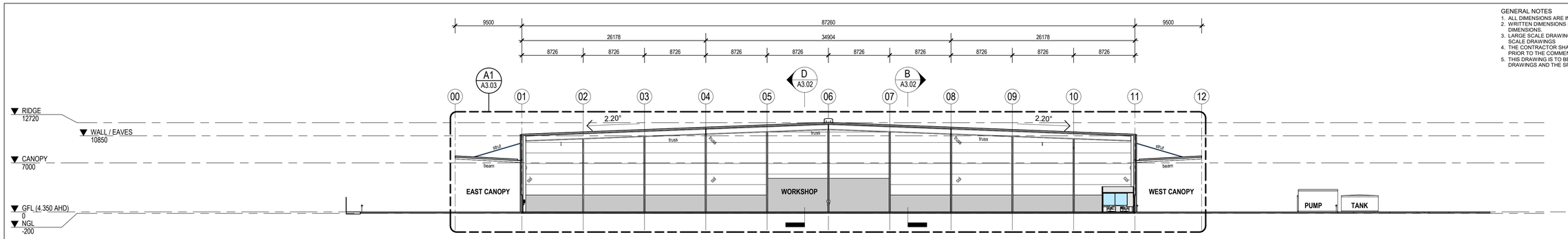
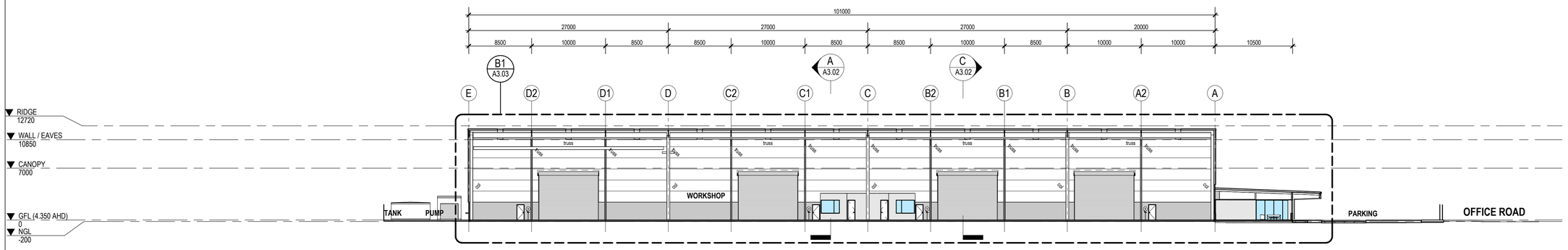
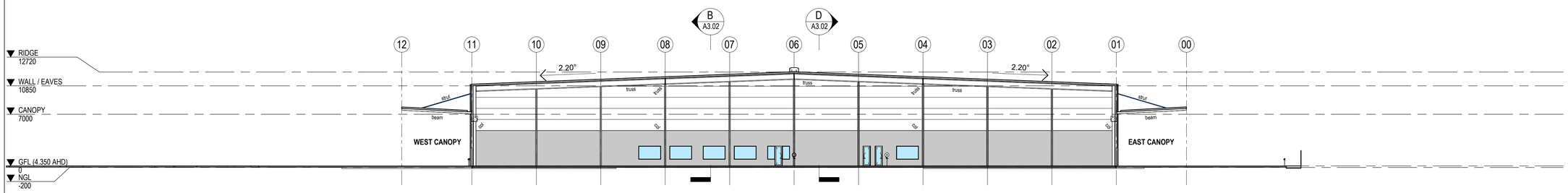


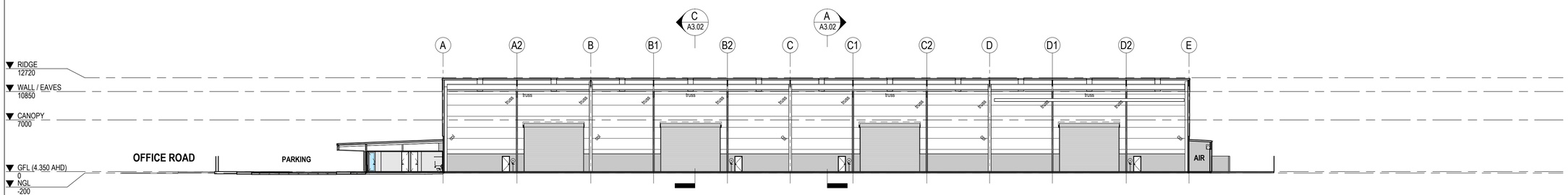
A SECTION A
A2.03 SCALE: 1 : 300



B SECTION B
A2.03 SCALE: 1 : 300



C SECTION C
A2.03 SCALE: 1 : 300



D SECTION D
A2.03 SCALE: 1 : 300
3 0 3 6 9 12 15 m

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SECTIONS

Project Number
2223027

Drawing No. **A3.02** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**

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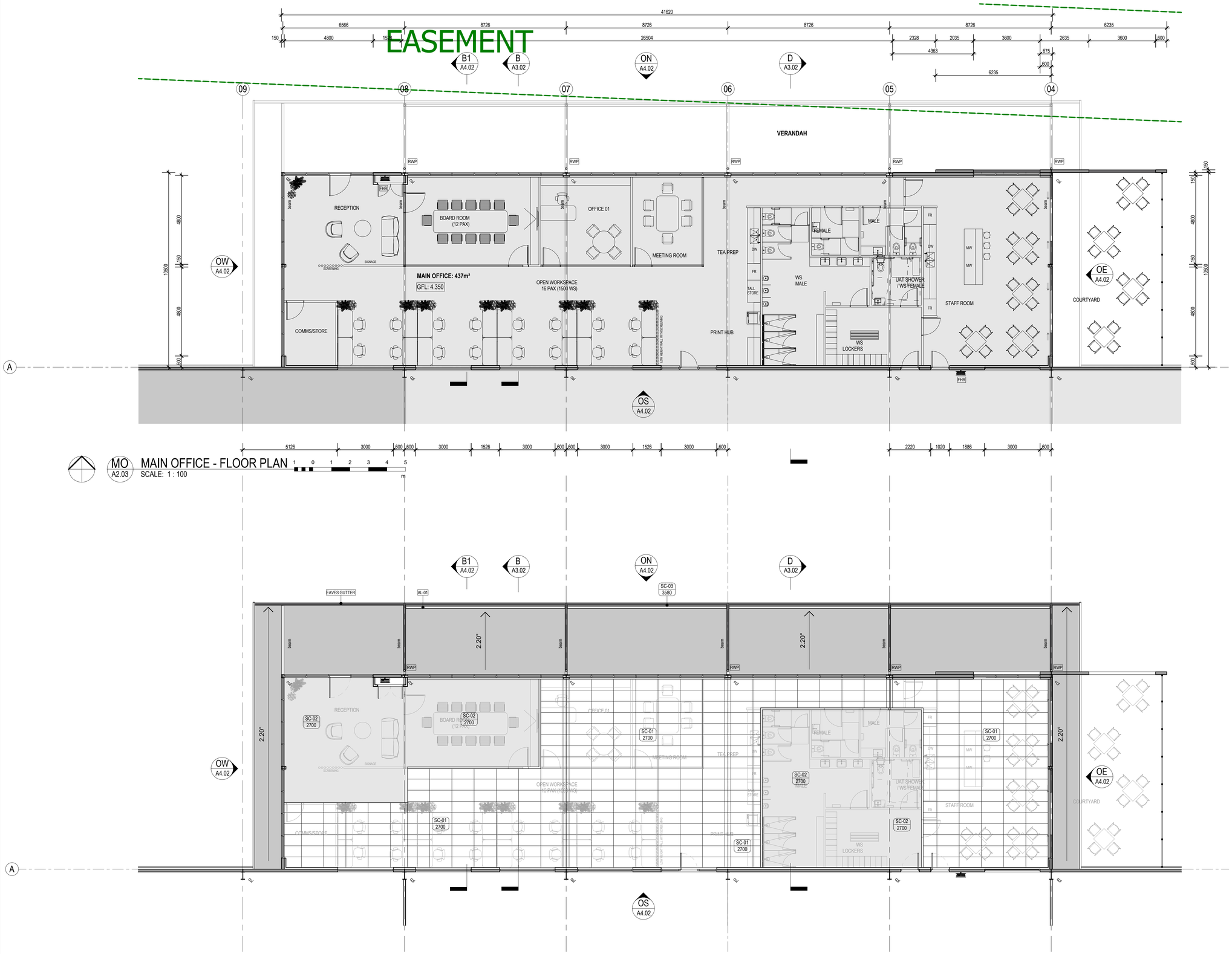

MO
A2.03
MAIN OFFICE - FLOOR PLAN
SCALE: 1 : 100

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FINISHES / FIXTURES SCHEDULE	
Code	**Item**
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
FHR	Fire Hose Reel to Consultants Detail
RWP	Rain Water Pipe

MAIN OFFICE - RCP
SCALE: 1 : 100

CEILING TYPE LEGEND

SC-xx / 2700 — DENOTES CEILING FINISH; DENOTES CEILING HEIGHT ABOVE FLOOR LEVEL

SC-01 — 1200 x 600 SUSPENDED RONDO WHITE EXPOSED GRID CEILING SYSTEM WITH SHADOW LINE ANGLE TRIM. SELECTED CEILING TILES.

SC-02 — 10MM SET PLASTERBOARD INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

SC-03 — FLUSH F/CEMENT SHEET INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

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U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **MAIN OFFICE - PLANS**

Project Number: **2223027**

Drawing No.: **A4.01**

Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 100** | Date **February 2023** | Drawn **TMS** | Checked -

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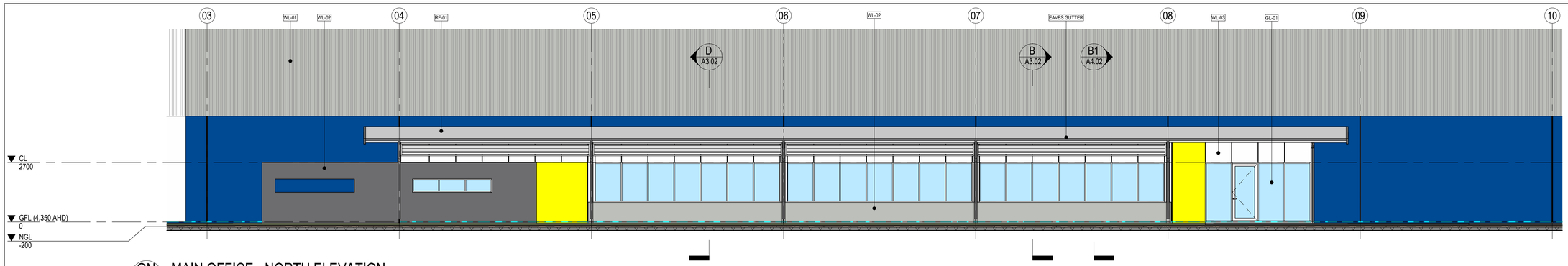

ON A4.01 MAIN OFFICE - NORTH ELEVATION
SCALE: 1 : 100

GENERAL NOTES
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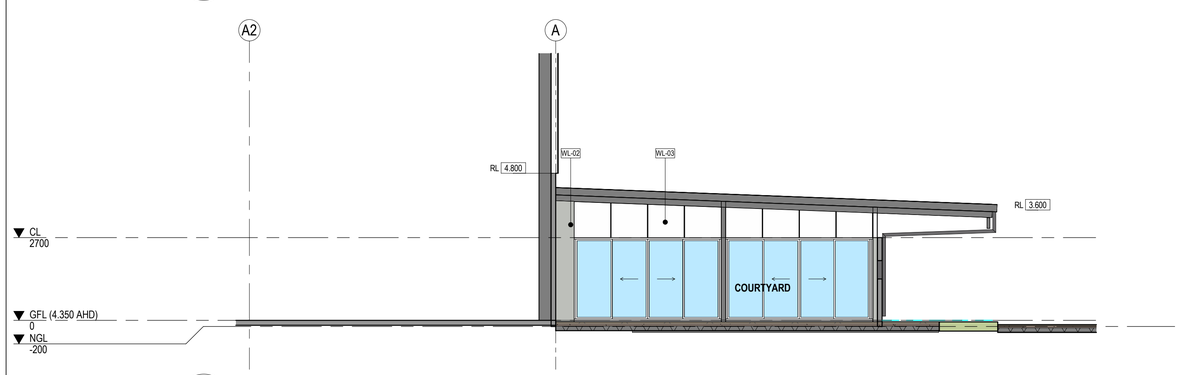
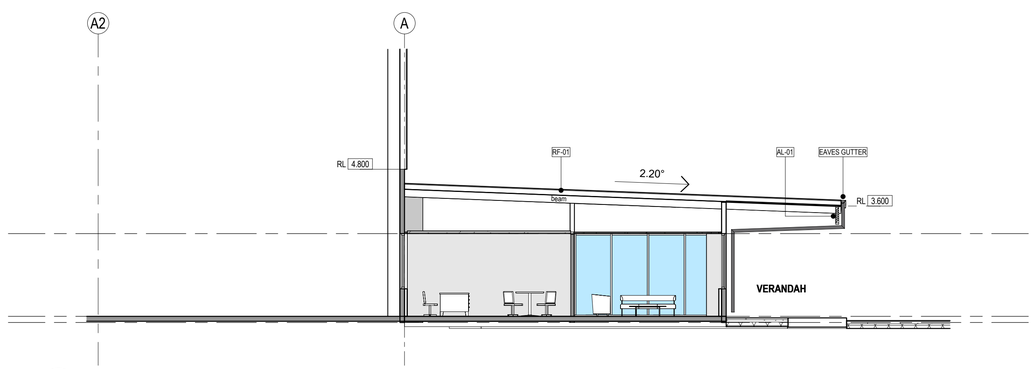
FINISHES / FIXTURES SCHEDULE

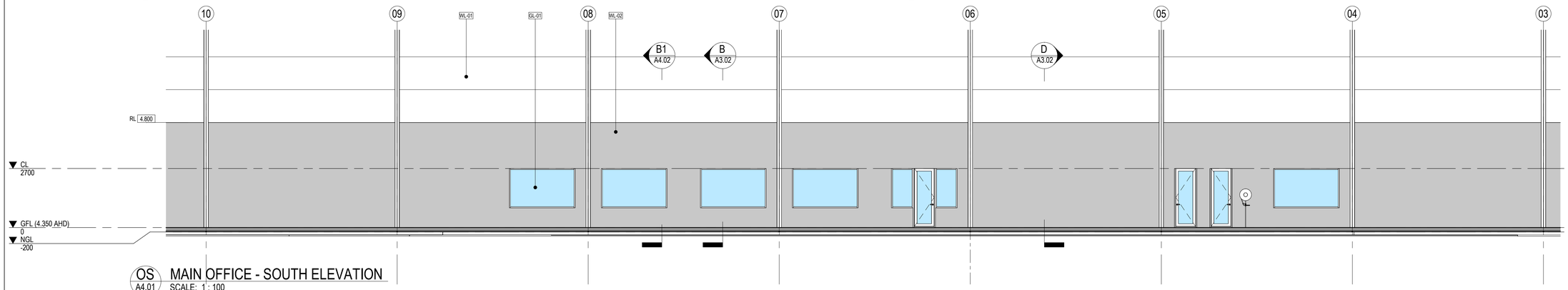
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
GL-01	Selected Glazing in 100x50 Al. Commercial Frame - Clear Anodised
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted
WL-03	Compressed Fibre Cement Sheeting with Expressed Joints - Painted



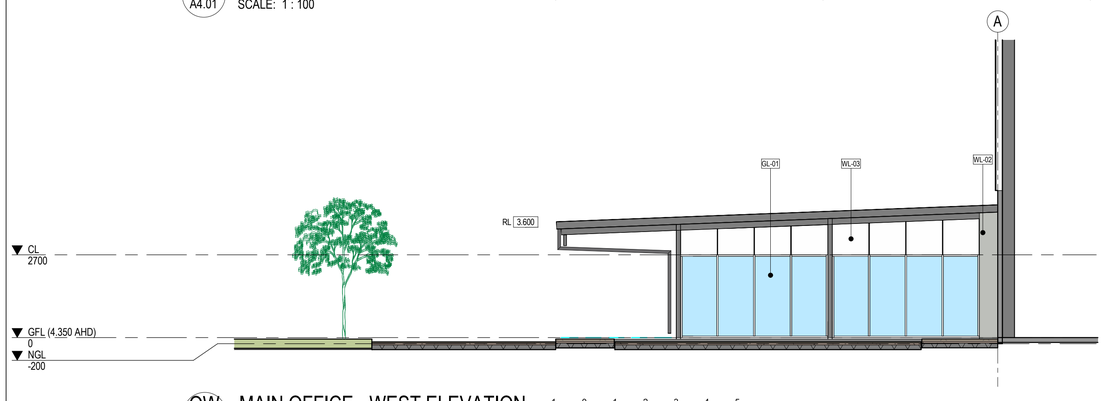
OE A4.01 MAIN OFFICE - EAST ELEVATION
SCALE: 1 : 100



B1 A4.01 MAIN OFFICE - SECTION B1
SCALE: 1 : 100



OS A4.01 MAIN OFFICE - SOUTH ELEVATION
SCALE: 1 : 100



OW A4.01 MAIN OFFICE - WEST ELEVATION
SCALE: 1 : 100

1 0 1 2 3 4 5
m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
MAIN OFFICE - ELEVATIONS

Project Number **2223027**

Drawing No. **A4.02**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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URBANISTA
TOWN PLANNING

31 May 2023

Attention: Planning Services
City of Rockingham
Civic Boulevard
ROCKINGHAM DC WA 6967

Dear Sir/Madam,

LOT 1728 (NO 60) OFFICE ROAD EAST ROCKINGHAM
INDUSTRY – GENERAL (LICENSED)

Urbanista Town Planning have been engaged to obtain development approval for demolition and construction of an Industry – General (Licensed) and Office building at Lot 1728 (No 60) Office Road East Rockingham.

Attached in this submission are the following documents:

- Completed and signed Application for Development Assessment Panel Form, MRS Form 1 and City of Rockingham Development Application Form.
- A current copy of the Certificate of Title.
- Development Plans including a site plan, floor plan and elevations.
- Landscaping Plan.
- A Bushfire Management Plan report.
- A Transport Impact Statement.
- A Waste Management Plan.

In support of the proposal, an assessment against the planning framework is provided below.

THE SITE

The subject site is in East Rockingham and is approximately 2.5 km from Kwinana Beach and is within the East Rockingham Industrial Park: Precinct 2. Vehicular access is along Office Road which connects to Patterson Road to the west and Mandurah Road to the east. Site services such as water and electricity run parallel to the property's street boundary with Office Road.

The lot has a frontage of 282.6 metres and an area of approximately 40,494 m^2 (4.049 ha). The existing building on site is to be demolished. Historically, site has been used for various industrial activities.

An aerial assessment of the site shows the existing building occupies 10,198.13m^2 and is provided with a front setback of 19 metres as well as a 40 metre side setback on either side of the property, with limited to no landscaping. The main building includes an existing warehouse, ancillary office areas, outdoor material storage areas and equipment lay down areas. Figure 1 below depicts an aerial view of the subject site.

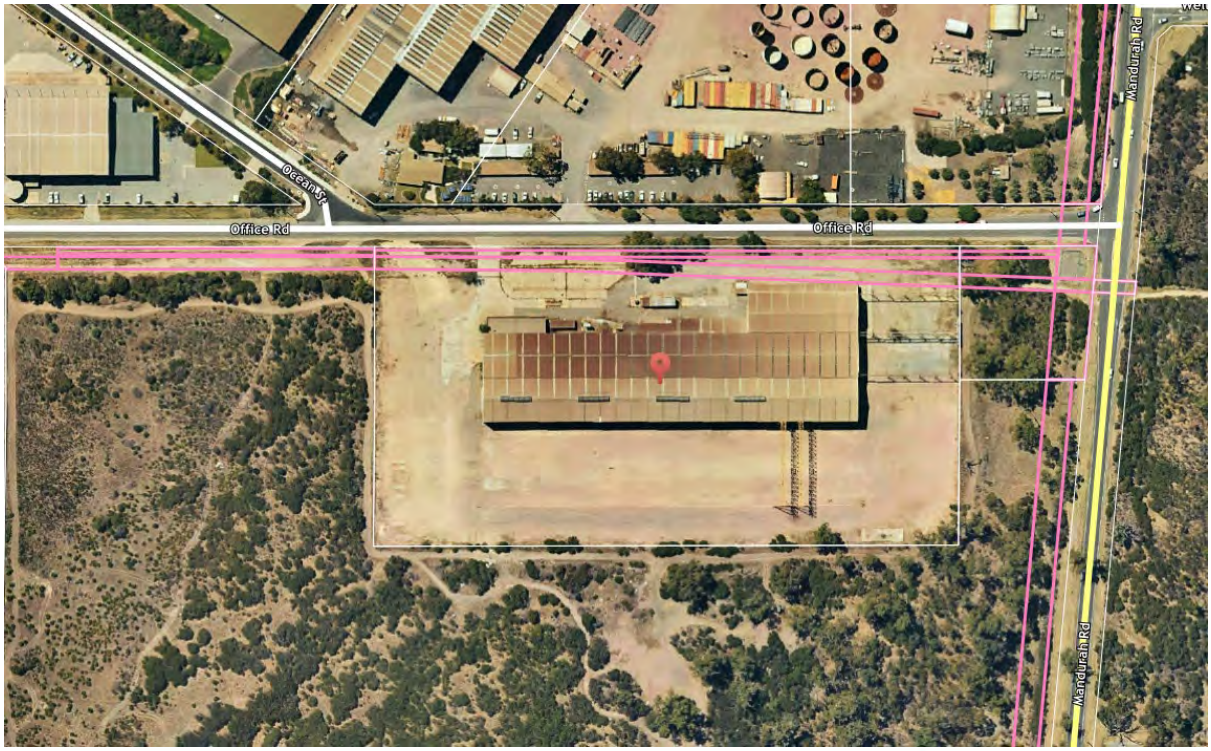


Figure 1: Aerial of Subject Site (easements illustrated in pink)



Figure 2: Existing site as viewed from Office Road

BUILT FORM PROPOSAL

The proposal includes:

- Demolition works of the existing warehouse building that covers the 10,198.13 m^2 of the site. This includes clearing of all hard landscaping on the site and removal of all crane columns and beams in the outdoor areas.
- Construction of 8,813m^2 main workshop area and 437m^2 of office area.
- The construction of 186 car parking bays along the front, side and rear of the building.
- The provision of a landscaped area along the Office Road frontage of the site.



Figure 3: Proposed Building on Site

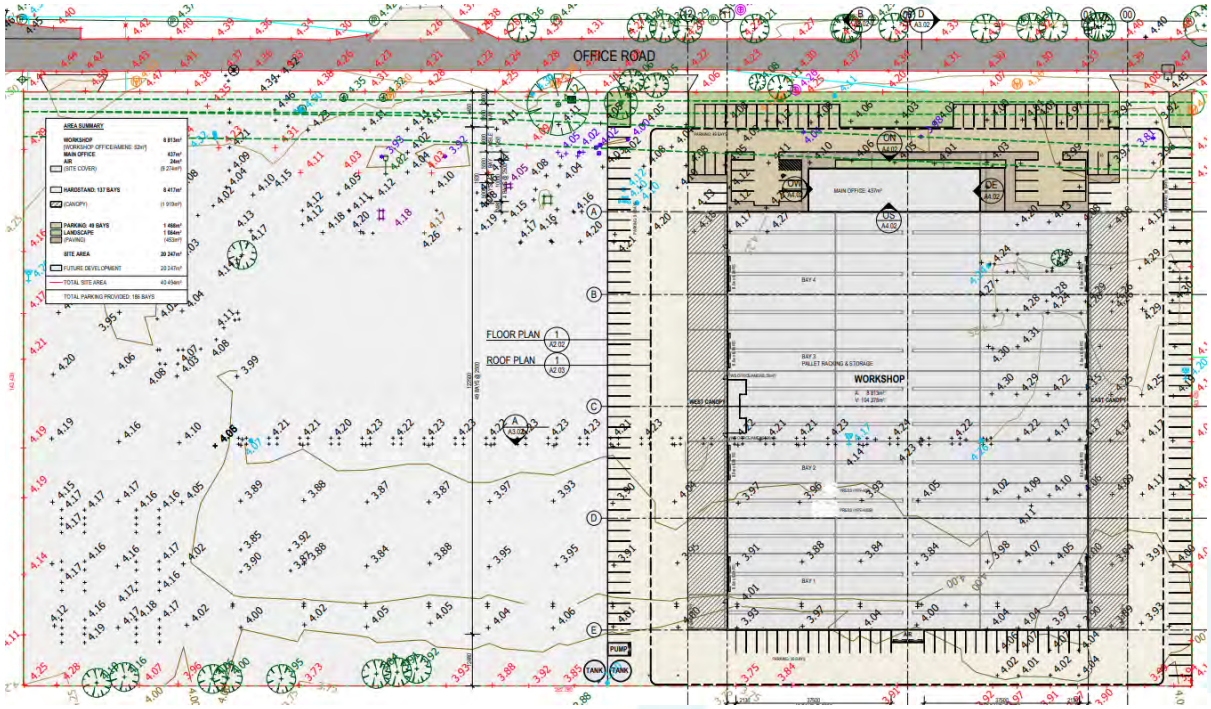


Figure 4: Location of Proposed Building

PLANNING FRAMEWORK & ASSESSMENT

The subject site is zoned Industrial under the Metropolitan Region Scheme and is subject to Improvement Plan No. 14 – Kwinana-East Rockingham.

The subject site is also zoned Special Industry under the City of Rockingham Local Planning Scheme No. 2 ('**LPS 2**') and must also be assessed against the provisions of Clause 4.10 of LPS No. 2 – Industrial Zones and the provisions of State Planning Policy 3.7 – Planning in Bushfire Prone Areas.

As assessment against the relevant provisions of the planning framework is provided in greater detail below.

OBJECTIVES OF THE INDUSTRIAL ZONES

The special industry zone is subject to the broad objectives listed for industrial zones across the Scheme area. An assessment against the objectives, the form of development provisions is provided in the below table.

Industrial Zone – Objectives	
a) *to provide for a range of industrial land uses by establishing guiding principles and policies that are environmentally and socially acceptable;*	The proposed uses, which is discussed in further detail below under the landuse section of this report is consistent with the types of land uses expected in the special industry zone.
b) *to encourage and facilitate the establishment of attractive and efficient industrial areas ensuring that acceptable levels of safety and high standards of amenity are provided through the application of appropriate landuse, design and landscaping controls; and*	The proposed building is designed in a manner that will be attractive and compatible with the built form in the surrounding area. The following colours and materials are proposed: • Aluminium louvers • Roof classing – trimdeck 'zincalume' • Trimdeck colorbond • Powdercoated rollershutters • Painted concrete • Roof lights • Palisade sliding gate and fencing It is considered the proposed building will make a positive contribution to the industrial locality and will revitalise the subject site.

Industrial Zone – Objectives	
c) *to ensure that industrial areas are developed in a manner which has due regard to potential industries and their infrastructure needs, and that adjacent urban areas are not subjected to pollution and hazards.*	The surrounding zone is industrial, which means the proposed land uses and their associated activities and operations are compatible with the locality. The activities and operations proposed at the site will be undertaken in accordance with any conditions of approval.

General Development Provisions	
a) *The facades of all buildings visible from the primary road or open space area shall be of masonry construction or any other material approved by the local government in respect of the ground floor level, provided that if concrete panels are used, such panels must have an exposed aggregate or textured finish. The second floor level, or its equivalent may be constructed of any other material in accordance with the Building Code of Australia and to the satisfaction of local government.*	• The façade of the building will be visible from the primary street (Office Road), as it is set back only 18.4 metres from the street. • Additionally, nothing will obstruct views from the street to the building, except landscaping and car parking areas. • Coloured concrete panels are proposed to the façade of the building.
b) *No fence visible from a road or open space reserve shall be constructed of materials/colours which in the opinion of local government are unsightly or detract from the amenity of the locality, or be used for signage where the approval of the local government has not been granted. Any industrial (e.g. chain wire) fencing forward of the street building setback line shall be landscaped to the satisfaction of the local government.*	• High quality garrison style fencing to the primary street is proposed. • This style of fencing provides for permeability between the development site and the street.
c) *No use of the area between the street alignment and the prescribed building setback line shall be permitted other than for landscaping, or for pedestrian and vehicular circulation and parking, except that not more than 20% of the setback area may be used for trade display purposes, to be approved at the discretion of the local government.*	• The setback area will only be used for landscaping and car parking. • The setback area is not intended to be used for trade display purposes.

Based on the above, it is considered the proposal meets the objectives and the general development provisions for industrial zones and can be supported.

LAND USE AND OPERATIONS

The company which is to occupy the development specializes in the design, manufacturing, and supply of mining products. The products to be manufactured on-site include bolts, beams, channels, trusses and the like. They will be manufactured on the site in the area identified as 'workshop' on the floor plan, this area includes machinery, presses, maintenance, storage, and laydown areas.

The operations will also include the storage of over 1000m³ of chemicals. These chemicals include at least one carbon to carbon bond and is a liquid at standard temperature pressure and will be fully bunded. The floor plan includes a storage area located near the main office. The storage of these chemicals will be undertaken to limit discharge and risk, refer to the SLR letter provided.

Further to the above, the operations will also include metal coating undertaken in the paint booth facility within the warehouse located in the north-eastern portion of the building on the floor plans. This will be used to paint products such as the steel bolts manufactured on the site. The coating will be more than 1000L a year and similarly to the chemical storage will be appropriate managed to limit discharge and risk, refer to the SLR letter provided.

It is proposed that there will be a maximum number of 40 staff on site at any given time and the hours of operation shall be from 6:00am to 11:00pm, seven days a week.

The type of operations will require a license or registration under the *Environmental Protection Regulations 1987* ('**Regulations**'). This has been confirmed by SLR as per their letter dated 23 May 2023. Accordingly, the land use proposed is 'industry – general (licenced)' which is defined as follows:

> *Industry – General (Licensed) - means an industry which is a category of Prescribed Premises set out in Schedule 1 of the Environmental Protection Regulations 1987 or premises subject to registration set out in Schedule 2 of the Environmental Protection Regulations 1987, but does not include an abattoir, agriculture—intensive, industry-extractive, industry-hazardous, industry noxious, industry—rural, landfill (Prescribed Premises Category 63, 64, 65 and 66), livestock holding facility, piggery or stockyards*

DEVELOPMENT REQUIREMENTS

Setbacks and Frontage

Table 2 of LPS 2 provides the building setback requirements for the Industrial zone including the special industrial zone. The below table provides an assessment against these requirements.

Provision	Requirement	Proposed
Primary Street Setback	15 metres	18 metres
Secondary Street Setback	10 metres	N/A – no secondary street
Rear & Side Setback	In accordance with the Building Code of Australia	Side boundary (South): 15.5 metres

Based on the above assessment, the proposed development complies with the setback and frontage requirements for the Special Industry zone of LPS 2 and can be supported.

The above image depicts that the entire setback area is used only for landscaping, parking and vehicle movement purposes. On this basis, it is considered the proposed industrial building can be supported as the use of this area accords with the provisions of Clause 4.17.3.

Landscaping Requirements for Industrial Zones

Table 3 of TPS 2 provides the landscaping requirements for industrial zones, including the special industry zone. The table below provides an assessment against the provisions listed in the Scheme.

Provision	Requirements	Proposed
Primary Street Frontage Landscaping	10 metres minimum, plus street verge	Minimum of 3 metres, maximum of 8.5 metres
Secondary Street Landscaping	5 metres, plus the street verge	N/A – no secondary street

Although the proposal does not strictly comply with the Scheme's landscaping provisions, it is considered the proposed landscape design is acceptable for the following reasons:

- A detailed landscaping plan has been prepared for the development. The landscaping design proposes a mix of high quality vegetation to compliment the façade of the building and add visual interest to a dilapidated part of the City's industrial zone.
- Specifically, a total of 31 species are proposed within the overall landscaping area of the property. Of these 31 species, 10 of these are bio filter plants. The use of bio filter plants enables wastewater treatment (through plants) that use microorganisms to break down pollutants in water. These microorganisms consume the organic matter and other pollutants, converting them into harmless by-products like carbon dioxide and water. It is considered this use of bio filtration planting will improve the long term sustainability and viability of the site.
- The proposed planting palette provides for a mix of plants. Specifically coral gum is proposed along the front car park area. This species grows to an approximate height of 6-8 metres and will provide for meaningful landscaping in the 3 metre wide planting area.

- Weeping peppermint is proposed in the 8.5 metre wide landscaping area. This species grows to an approximately height of 7 metres and will be in the central/focal part of the landscaping area proposed at the front of the property.
- Planting (strappy planting and shrubs) is also proposed along the façade of the office portion of the building that addresses the street. Although this planting is proposed behind the setback area, it is still visible from the street and will help to soften the façade of the industrial building.

Given the above, it is considered the proposed landscaping design will enhance the overall amenity of the building and its relationship with the street. Based on the basis, the proposed variations to the landscaping provisions can be support.

Car Parking

As outlined in LPS 2, parking provisions shall be made on site for motor vehicles and all developments on industrial zoned land in accordance with the provisions of clause 4.15 and Table No. 2.

The parking requirement for industry is 1 bay per 50m^2 NLA for factory units and showrooms, plus 1 bay per 100m^2 NLA for warehouses or 1 bay per employee, whichever is greater. The below table provides an assessment of the car parking requirements for the existing and proposed land uses on the subject site.

Land Use	Car Parking Requirement	Required	Number of Required Bays
Industry	1 bay per 50m^2 NLA for factory units and showrooms, plus 1 bay per 100m^2 NLA for warehouses or 1 bay per employee. Assumption will be 1 bay per 50 m^2 NLA.	185 car bays Total area = 9,250m^2	186 car bays

Based on the above table, the number of car parking bays depicted on the site plan complies with the provisions of the LPS 2 and can be supported.

BUSHFIRE

The subject site falls within a bushfire prone area and given this, must therefore be assessed against the provisions of State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7). Figure 6 below depicts the portion of the site that is subject to the bushfire prone area (shaded pink).



Figure 5: Bushfire Prone Area – subject site bordered blue

Clause 6.2 a) of SPP 3.7 states that development applications within designated bushfire prone areas relating to land that has or will have a Bushfire Hazard Level above low and/or Bushfire Attack Level (BAL) rating above BAL-LOW apply are to comply with the policy measures.

On this basis, a Bushfire Management Plan (BMP) has been prepared in support of the application. The BMP identifies that the proposal can achieve a BAL-29 rating. This is on the proviso that the property maintains vehicular access routes to the required surface condition and clearances and maintains the Asset Protection Zone (APZ) over the entire lot.

It is considered that the proposal satisfies the provisions of SPP 3.7 and can be supported subject to a condition requiring compliance with the BMP.

CONCLUSION

Overall, the development is consistent in scale and form with other development in the locality, and unlikely to have any notable impact on the amenity of adjacent properties or the streetscape generally. It is considered that the works can be accommodated on the subject site.

We look forward to working with the City to reach an amicable and timely solution in development approval. Should you have any question in relation to the details provided in this submission, please contact Bianca Sandri on 6444 9171 or bianca@urbanistaplanning.com.au.

Yours sincerely,



Bianca Sandri
Director

Government of **Western Australia**
Development Assessment Panels

DAP FORM 1

Notice of Development Application to be Determined by a Development Assessment Panel

Planning and Development Act 2005
Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 7, 10 and 21

Application Details

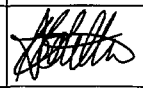
To	*Name of local government and/or Western Australian Planning Commission* City of Rockingham	
Planning Scheme(s)	*Name of planning scheme(s) that applies to the prescribed land* City of Rockingham Local Planning Scheme No. 2	
Land	*Lot number, street name, town/suburb* Lot 1728 Office Road East Rockingham	
Certificate of Title (provide copy)	*Volume Number* 1912	*Folio* 815
	Location Number	*Plan / Diagram Number* 166742
Details of development application made to responsible authority	*Summary of Proposal* Proposed Industry General (Licenced) and Office with Car Parking area	
Development Use	*Residential / Commercial / Industrial / Rural / Mixed Use / Other* Industrial	
Estimated cost of development (GST Exc)	$10,000,000.00	

Part A – Acknowledgement by Applicant and Landowner

Mandatory Application	☒ I give notice that I understand that this is a mandatory Development Assessment Panel application *(regulation 5)*
Optional Application	☐ I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel *(regulation 6)*
Delegated Application	☐ I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination *(regulation 9)*

Applicant Details (to be completed and signed by applicant)

- By completing this notice, I declare that all the information provided in this application is true and correct.
- I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.

Name	Bianca Sandri	
Company	Urbanista Town Planning	
Address	*Street Number/PO Box number, street name, suburb, state, postcode* Level 1, 231 Bulwer Street Perth WA 6000	
Contact Details	*Email* bianca@urbanistaplanning.com.au	*Phone* 6444 9171
Signature		*Date* 24/03/2023

Landowner Details (to be completed and signed if landowner is different from applicant)

- By completing this notice, consent is provided to submitting this application.
- If there are more than two landowners, please provide all relevant information on a separate page.
- Signatures must be provided by all registered proprietors or by an authorised agent as shown on the Certificate of Title.
- Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.
- Companies, apart from sole directors, are required to provide signatories for two directors, a director and the company seal or a director and a company secretary.

Company (if applicable)		
Contact Details	*Email* robert.franco@mimaro.com.au	*Phone* 0419 221 221
Address	*Street Number/PO Box number, street name, suburb, state, postcode* PO Box 5059 Dalkeith WA 6009	
Name/s	Mario Giosue Franco, Immacolata Franco, Michael Franco, Robert Franco	
Title/s	*Landowner/Sole Director/Director* (2 signatures required)	*Additional Landowner/ Director/Secretary* (if applicable)
Signature/s	x IF x MGF	x MGF x RMF
Date	27/3/23	27/3/23

Part B – Acknowledgement by Local Government

Responsible Authority	☐ Local Government (LG) ☐ * Western Australian Planning Commission (WAPC) ☐ * Dual – Local Government and Western Australian Planning Commission ☐ Department of Finance – *Public Primary School Applications*	
* WAPC/DUAL reporting details	*If WAPC or DUAL is selected, please provide details of relevant provision (or within covering letter)*	
Fees for applications *(DAP Regulations - Schedule 1)*	$ Amount that has been paid by the applicant $ Amount to be paid by local government *(delegated applications only - regulation 22)*	
Statutory Timeframe *(regulation 12)*	☐ 60 days (advertising not required) ☐ 90 days (advertising required or other scheme provision)	
LG Reference Number		
Name of planning officer *(Report Writer)*		
Position/Title		
Contact Details	*Email*	*Phone*
Planning Officer's Signature		*Date*

Please refer to the Guidance Note: Lodging a DAP Application for further information.

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

MRS | Form 1 Application for Planning Approval

Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details **must** be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent.

Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name	Mario Giosue Franco, Immacolata Franco, Michael Franco, Robert Franco		
Company/agency (if applicable)			
ACN/ABN (if applicable)			
Postal address	PO Box 5059		
Town/suburb	Dalkeith	Postcode	6009
Signature	The landowner/s or authorised agent consets to the applicant submitting this application x IF x MRF x MLF x RMF	Date	27/3/23
Print name and position (if signing on behalf of a company or agency)			

Applicant details

Name/company	Urbanista Town Planning		
Contact person	Connie Lincoln		
Postal address	Level 1, 231 Bulwer Street		
Town/suburb	Perth	Postcode	6000
Phone	6444 9171	Email	bianca@urbanistaplanning.com.au
Applicant signature			
Print name and position (if signing on behalf of a company or agency)	Bianca Sandri	Date	24/03/2023

Property details

Certificate of title description of land:		Lot No	1728	Location No	
Plan or diagram	P166742	Vol	1912	Folio	815
Certificate of title description of land:		Lot No		Location No	
Plan or diagram		Vol		Folio	

Title encumbrances (e.g. easements, restrictive covenants)	Easements, caveat and memorial
Locality of development (house no., street name, suburb, etc)	60 Office Road, East Rockingham
Nearest street intersection	Mandurah Road
Existing building/land use	Warehouse
Description of proposed development and/or use	Industry - General (Licensed) and Office with Car Parking area
Nature of any existing buildings and/or use	Warehouse
Approximate cost of proposed development (excl. gst) $	$10,000,000.00
Estimated time of completion	Within 2 years of development approval.

Office use only

Acceptance officer's initials		Date received	
Local government reference No.		Commission reference No.	

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Additional Information to be provided on the MRS Form 1

Is the development within a designated Bushfire Prone Area?	✓ Yes	No
If 'yes', have bushfire hazard issues been identified and addressed (e.g.by providing a BAL Assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application)?	✓ Yes N/A	No
If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.		
Does your application require determination by a Development Assessment Panel? (DAP)	✓ Yes	No

Please refer to the following website for DAP requirements: www.dplh.wa.gov.au/daps

If yes, please complete DAP Application Form as per DAP requirements.

Checklist (supporting information)

Please complete the checklist below and ensure that all the relevant information is provided with the application.

1. Completed Metropolitan Region Scheme (MRS) Form 1
2. Plans at a scale not less than 1:500 (A3) showing:-
   - (i) the location of the site including street names, lot number(s), north point and the dimensions of the site;
   - (ii) the existing and proposed ground and floor levels over the whole of the land that is the subject of the application, including details of proposed cut and fill, and retaining walls;
   - (iii) the location, metric dimensions, materials, finishes and type of all existing and proposed structures, including services, on the land that is the subject of the subject of the application and all existing structures and vegetation proposed to be removed;
   - (iv) the existing and proposed use of the site, including proposed hours of operation and buildings to be erected on the site;
   - (v) the existing and proposed means of access and egress for pedestrians and vehicles to and from the site;
   - (vi) the location, number, dimensions and layout of all car parking spaces intended to be provided, including provision for the disabled;
   - (vii) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;
   - (viii) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop those areas;
   - (ix) the nature and extent of any open space and landscaping proposed for the site; and
   - (x) proposed external lighting and signage.
3. Plans, elevations and sections, as appropriate, of any building or structure proposed to be erected or altered and of any building or structure it is intended to retain;
4. Any specialist studies that the responsible authority may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering or urban design studies;
5. Any management plans the responsible authority may require to support or implement the application; and
6. Any other plan or information that the responsible authority may require to enable the application to be determined. This may include scale models or information in digital formats.

For additional information please refer to Development Control Policy 1.2
www.dplh.wa.gov.au/getmedia/37533b97-e0ad-4947-9d00-c4d62fa92746/DCP_1-2_general_principles

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Development application checklist - lodgement requirements

Application signatures	The MRS Form is to be signed by the registered proprietor/s as shown on the certificate/s of title. Where the landowner/s cannot sign, an authorised agent can sign and attach evidence of the authority. If the subject land is owned by a company, you must confirm whether it is a sole proprietorship company and state the full name/s and position/s of the company signatory/ies. Appropriate company signatory/ies include one director and the company seal, two directors, or one director and one secretary. Eg: _____ _____ John F. Smith - Director, Smith Pty Ltd; Peter S James - Director, Smith Pty Ltd Or _____ John F. Smith - Sole Director, Smith Pty Ltd If the subject land is owned by a strata company, consent can be signed by the strata company secretary or by an elected person of the strata company providing proof of authority either by letter of delegated authority, signed by all strata owners or minutes showing delegated authority.
Certificate of Title	Ensure the Certificate of Title/s is/are current (within 6 months) and provide copy/s.
Change of name	Applications made by either private owners or companies who have changed names to that depicted on the Certificate of Title, must provide supporting documentation showing the change of name such as: • a transfer of land document that incorporates a lodgement receipt, • a company search from the Australian Securities and Investment Commission, • a marriage certificate or • a change of name certificate.
Contacts	A contact name, phone and email address is essential, in the event more information is required and for issuing correspondence relating to the Department's decision.
Contracts of sale	Where the land is subject to a contract of sale or offer and acceptance, evidence of landowner's consent must be provided. Relevant evidence may include; • an express provision of consent by the vendor on the contract of sale or offer and acceptance, • a letter of consent from the registered proprietor/s giving prospective purchaser/s consent to lodge the application or • a copy of the transfer of land document that incorporates a lodgement receipt.
Crown land	Where the land is registered in the name of the Crown, the application form must be signed by an authorised officer of the Department of Lands, stating the name and position. Alternatively, a letter of consent from the authorised Crown land officer.
Deceased estates	Where the land is registered in joint tenants, a copy of the death certificate of the deceased landowner must be provided. Where the land is registered in tenants in common, a copy of the grant of probate or endorsed enduring power of attorney must be provided.
Designated Bushfire Prone Area	If the proposed development is located within a Bushfire Prone Area according to the Map of Bush Fire Prone Areas, then bushfire hazard issues should be identified and addressed (e.g. by providing a BAL assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application). If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.
Emailed documents	Emailed applications or documents are acceptable, however the application must be signed by the registered proprietor/s.
Government agencies	Where the land is registered in the name of a government authority, the application form must be signed by an authorised officer of the relevant authority, stating the name and position of the signatory/s. Alternatively, a letter of consent signed by an authorised officer.

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

APPLICATION FOR DEVELOPMENT APPROVAL

Before completing this form, please consider lodging your application on-line - https://rockingham.wa.gov.au and register via Rock Port to lodge your application.

OWNER DETAILS

Name : Mario Giosue Franco, Immacolata Franco, Michael Franco, Robert Franco

ABN (if applicable)

Address : PO Box 5059 Dalkeith WA Postcode: 6009

Phone: Work: Home: Mobile: 0419 221 221

Fax: Email: robert.franco@mimaro.com.au

Contact Person for correspondence: Robert Franco

Signature x IF x MAF Date 27/3/23

Signature x MAF y RMF Date 27/3/23

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).

APPLICANT DETAILS (if different from owner)

Name: Urbanista Town Planning

Address: Level 1, 231 Bulwer Street, Perth

Postcode 6000

Phone: Work: 6444 9171 Home: Mobile

Fax: Email: bianca@urbanistaplanning.com.au

Contact person for correspondence: Bianca Sandri

The information and plans provided with this application may be made available by the City of Rockingham for public viewing in connection with the application. Yes ☐ No ☐

Signature: Date: 24/03/2023

PROPERTY DETAILS

Lot No. 1728 House/ Street No. 60 Street Name Office Road

Suburb East Rockingham Nearest Street Intersection Mandurah Road

Title Encumbrances (eg. Easements, Restrictive Covenants) Easements, Caveat and Memorial

Certificate of Title Vol. No: 1912 Folio 815 Diagram/Plan No: 166742

PROPOSED DEVELOPMENT

Nature of development: Works ☐

Use ☐

Works and Use ☑

Is an exemption from development claimed for part of the development? Yes ☐ No ☑

If Yes, is the exemption for: Works ☐

Use ☐

Description of proposed works and/or land use: _____

Description of exemption claimed (if relevant) N/A

Nature of any existing buildings and/or land use: Warehouse

Approximate cost of proposed development (exclusive of GST): $ 10,000,000

Estimated time of completion: Within 2 years of approval

OFFICE USE ONLY

Acceptance Officer's Initials: _____ Date Received: _____

Application Reference No. _____

Parcel No. _____ File No. _____

Application Fee $ _____ Date Sought _____ Date Received _____

Receipt No. _____ Planning Account No. 711 (Application Planning Fee)

FEE STRUCTURE FOR DEVELOPMENT APPLICATIONS

ITEM	APPLICATION TYPE	FEE
1	Determination of an Application for Development Approval (other than an Extractive Industry) where the estimated cost of the development is:	
	(a) not more than $50,000	$147
	(b) more than $50,000 but not more than $500,000	0.32% of the estimated cost of the development
	(c) more than $500,000 but not more than $2.5M	$1,700 + 0.257% for every $1 in excess of $500,000
	(d) more than $2.5M but not more than $5M	$7,161 + 0.206% for every $1 in excess of $2.5M
	(e) more than $5M but not more than $21.5M	$12,633 + 0.123% for every $1 in excess of $5M
	(f) more than $21.5M	$34,196
2	Determining a Development Application (other than for an Extractive Industry) where the development has commenced or been carried out	The fee in Item 1 plus, by way of a penalty, twice that fee.
3	Determining an application to amend or cancel Development Approval	$295
4	Determining a Development Application for an Extractive Industry, where the development has not commenced or has not been carried out.	$739
5	Determining a Development Application for an Extractive Industry, where the development has commenced or has been carried out.	The fee in Item 4 plus, by way of a penalty, twice that fee.
6	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has not commenced or been carried out	$295
7	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has commenced or been carried out	The fee in Item 6 plus, by way of a penalty, twice that fee.
8	Building Envelope Variation	$500

Note: The estimated cost of Development is exclusive of GST. All fees are exclusive of GST unless otherwise indicated.

GENERAL INFORMATION REQUIRED FOR DEVELOPMENT APPLICATIONS

1. A completed **Application for Development Approval** (copy attached), signed by the landowner or party acting under written authority from the landowner.

2. The relevant **Development Application Fee**, as detailed above.

3. A **written explanation** of the proposal that expands on the information in the Application for Development Approval, including for example the proposed hours of operation, numbers of employees and clients at any one time.

4. Two (2) hard copies and one (1) electronic copy (PDF format) of plans at a scale of 1:100 or 1:200 including:

   (i) **Site Plan**, which shows the following:

   (a) street names, lot number(s), north point and the dimensions of the site;

   (b) the existing and proposed ground levels over the whole of the land the subject of the application and the location, height and type of all existing structures, as well as any structures and vegetation to be removed;

   (c) the existing and proposed use of the site;

   (d) dimensioned position of proposed buildings and structures to be erected on the site;

(e) the existing and proposed means of access for pedestrians and vehicles to and from the site;

(f) the location, number, dimensions and layout of all car parking spaces intended to be provided in accordance with Australian/ New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* and Australia/ New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Of-street parking for people with disabilities*;

(g) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;

(h) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop the same;

(i) the nature and extent of any open space and landscaping proposed for the site;

(j) existing and proposed walls and fences;

(k) existing and proposed sealed areas;

(l) stormwater drainage and method of on-site disposal;

(m) existing and proposed levels, embankments and retaining walls (where the proposed development involves alterations to the natural level of the ground); and

(ii) **Floor Plans, and Sections** of any building proposed to be erected or altered and any building that is intended to be retained which must also show dimensions of the buildings and setbacks from boundaries.

(iii) **Elevation Plans**, which show natural ground levels, proposed ground levels, finished floor levels, finished ceiling levels and ridge heights.

(iv) **Streetscape Elevation Plan**

(v) **Landscape Plan**

(vi) **Report** on any specialist studies in respect of the development that the City requires the applicant to undertake, such as a Bushfire Management Plan, Transport Impact Statement and Transport Impact Assessment, Heritage Impact Statement, Signage Strategy, site survey, environmental, engineering or urban design study; and

(vii) **Heritage** – Where the application relates to a place entered onto the City's Heritage List other information may be required as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulation 63(3).

(viii) Written justification where any variations to the R Codes 'Deemed to Comply' criteria are proposed.

5. Any other information that the City reasonably requires to enable the application to be determined.

PRE LODGMENT CONSULTATION (Optional)

If you have had any pre-lodgment discussions with a City Planning Officer prior to the submission of this Development Application, please confirm the following:

Planning Officer: _____ Date (if known) _____

Matters Discussed _____

_____

Form of communication: Email ☐ Phone ☐ Meeting ☐ Letter ☐

Should you require further assistance, please call the City's Planning Services on 9527 0748.

WESTERN AUSTRALIA

REGISTER NUMBER	
1728/DP166742	
DUPLICATE EDITION **5**	DATE DUPLICATE ISSUED **13/12/2022**

VOLUME **1912** FOLIO **815**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 1728 ON DEPOSITED PLAN 166742

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

MARIO GIOSUE FRANCO
IMMACOLATA FRANCO
MICHAEL FRANCO
ROBERT FRANCO
ALL OF P O BOX 5059 DALKEITH WA 6009
AS JOINT TENANTS

(T P343992) REGISTERED 4/11/2022

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. C037968 EASEMENT TO AMPOL EXPLORATION LIMITED, SHELL DEVELOPMENT (AUSTRALIA) PTY. LIMITED, TEXACO OVERSEAS PETROLEUM COMPANY AND CALIFORNIA ASIATIC OIL COMPANY. SEE SKETCH ON VOL 1912 FOL 815. REGISTERED 3/12/1980.
   K395712 NOTIFICATION. THE GRANTEES OF EASEMENT C037968 ARE NOW APT PARMELIA PTY LTD PURSUANT TO SECTION 20(5) OF THE PETROLEUM PIPELINES ACT 1969. RECORDED 31/10/2007.
2. C959055 EASEMENT BURDEN SEE SKETCH ON VOL 1912 FOL 815. REGISTERED 15/2/1985.
3. *L312120 CAVEAT BY NOVACOAT (WA) PTY LTD LODGED 11/5/2010.
4. *L417034 MEMORIAL. CONTAMINATED SITES ACT 2003 REGISTERED 2/9/2010.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1912-815 (1728/DP166742)
PREVIOUS TITLE: 1564-272

END OF PAGE 1 - CONTINUED OVER

Subject to dealing

LANDGATE COPY OF ORIGINAL NOT TO SCALE 20/03/2023 01:33 PM Request number: 64856217

Landgate
www.landgate.wa.gov.au

PROPERTY STREET ADDRESS: 60 OFFICE RD, EAST ROCKINGHAM.
LOCAL GOVERNMENT AUTHORITY: CITY OF ROCKINGHAM

Subject to dealing

LANDGATE COPY OF ORIGINAL NOT TO SCALE 20/03/2023 01:33 PM Request number: 64856217

Landgate
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GENERAL NOTES
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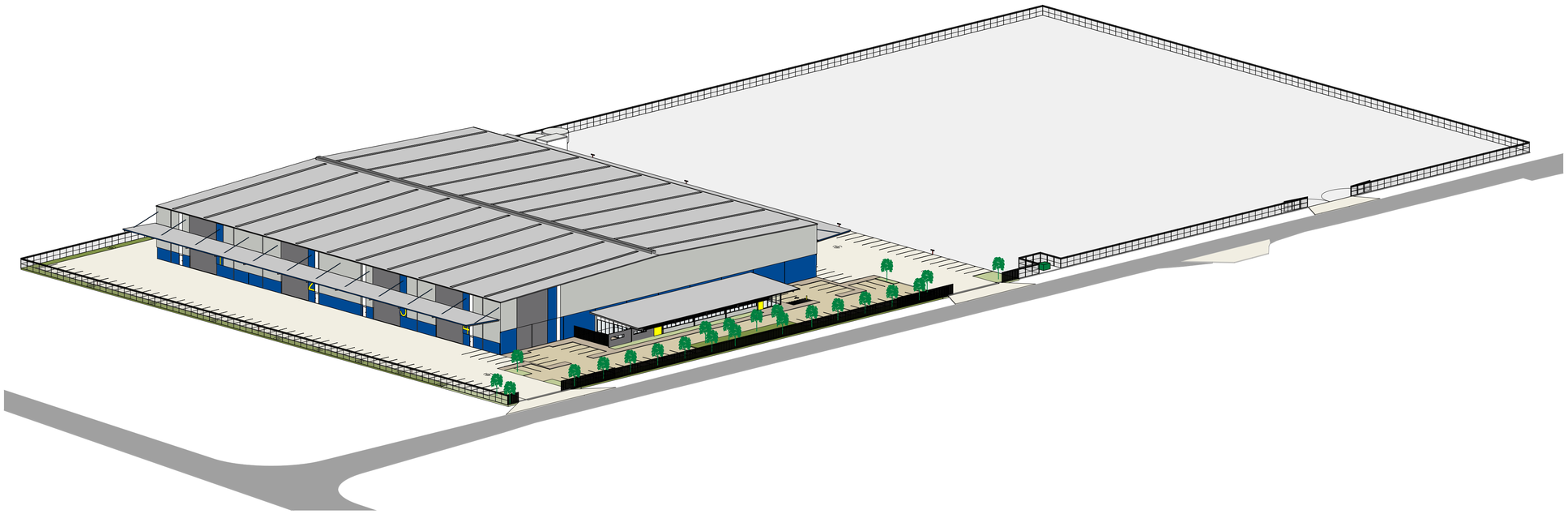
SPECIAL INDUSTRIAL DEVELOPMENT
Lot 1728 (No 60) Office Road
EAST ROCKINGHAM WA
for
Lupomar Pty Ltd



VIEW LOOKING SOUTH WEST

DRAWING LIST				
Drawing No	Drawing Name	Revision	Revision Date	Revision Description
A0.00	COVER SHEET	P	230322	DEVELOPMENT APPLICATION
A1.01	LOCATION PLAN	P	230322	DEVELOPMENT APPLICATION
A1.02	LOCALITY PLAN	P	230322	DEVELOPMENT APPLICATION
A1.03	SITE PLAN - EXISTING	P	230322	DEVELOPMENT APPLICATION
A2.00	SITE PLAN - DEMOLITION	P	230322	DEVELOPMENT APPLICATION
A2.01	SITE PLAN - PROPOSED	P	230322	DEVELOPMENT APPLICATION
A2.02	SITE PLAN - SURVEY	P	230322	DEVELOPMENT APPLICATION
A2.03	FLOOR PLAN	P	230322	DEVELOPMENT APPLICATION
A2.04	ROOF PLAN	P	230322	DEVELOPMENT APPLICATION
A3.01	ELEVATIONS	P	230322	DEVELOPMENT APPLICATION
A3.02	SECTIONS	P	230322	DEVELOPMENT APPLICATION
A4.01	MAIN OFFICE - PLANS	P	230322	DEVELOPMENT APPLICATION
A4.02	MAIN OFFICE - ELEVATIONS	P	230322	DEVELOPMENT APPLICATION

TIM MANSER-SMITH
ARCHITECT **PTY LTD**
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P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **COVER SHEET**

Project Number: **2223027**

Drawing No.: **A0.00**

Rev.: **P**

Reduction 25mm on A1 | Scale | Date **February 2023** | Drawn **TMS** | Checked -

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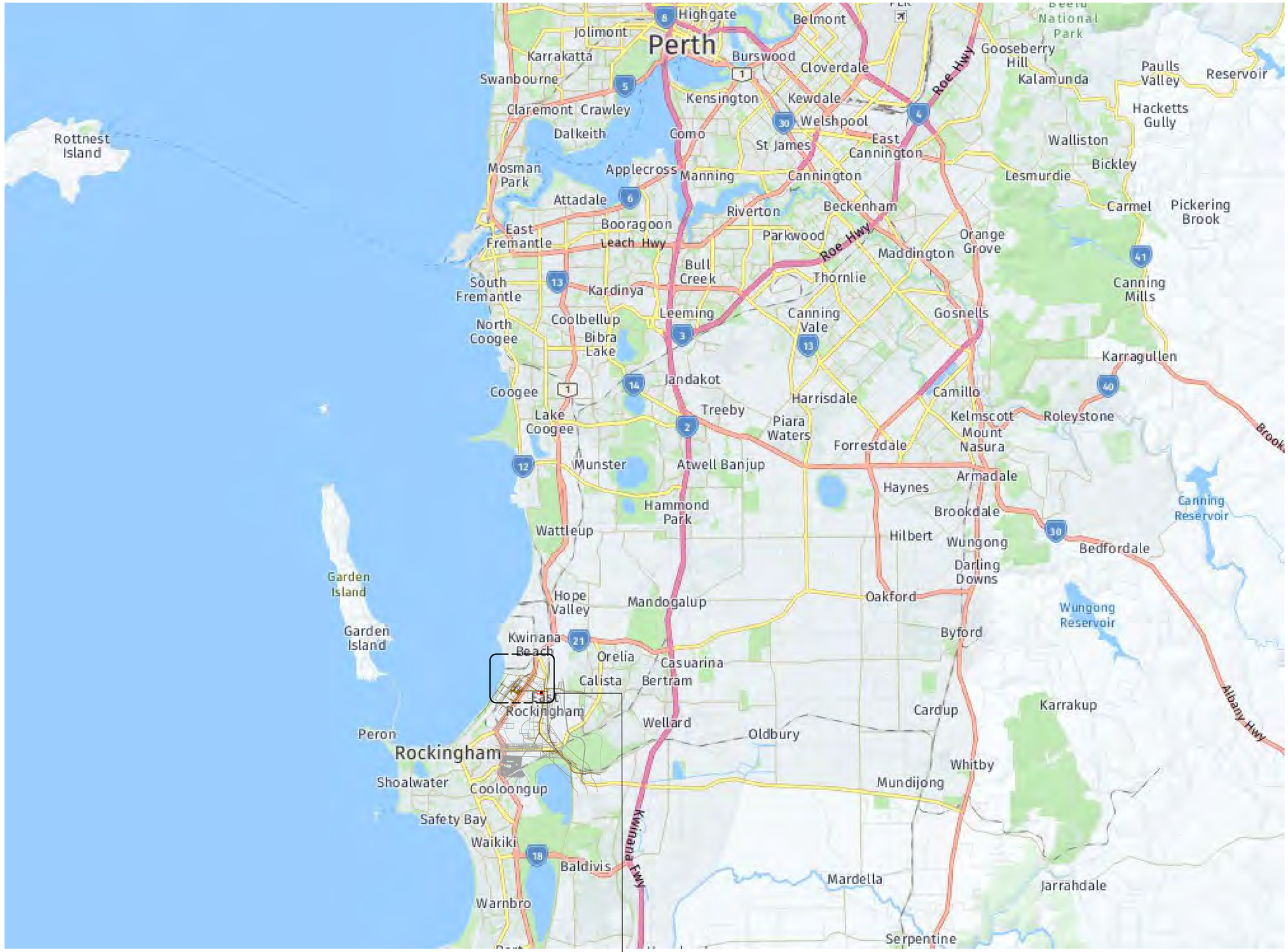

1 / A1.02 LOCALITY PLAN

LOCATION PLAN
SCALE: 1 : 100000

1000 0 1000 2000 3000 4000 5000 m

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCATION PLAN

Project Number **2223027**

Drawing No. **A1.01**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 100000** | Date **February 2023** | Drawn **TMS** | Checked -

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X A1.03 SITE PLAN - EXISTING
D A2.00 SITE PLAN - DEMOLITION
1 A2.01 SITE PLAN - PROPOSED
1 A2.02 SITE PLAN - SURVEY

1 A1.01 LOCALITY PLAN
SCALE: 1 : 5000
50 0 50 100 150 200 250 m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCALITY PLAN

Project Number **2223027**

Drawing No. **A1.02**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 5000** | Date **February 2023** | Drawn **TMS** | Checked -

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OCEAN ST STREET

OFFICE ROAD

MANDURAH ROAD

9009

622

282.26

143.43

EASEMENT

MIXED SURFACE
SAND/CONCRETE/BITUMEN

CRANE COLUMNS/BEAMS

STEEL
SIGN

CRANE BEAM/PLINTHS

CRANE BEAMS

GANTRY RAIL

X
A1.02
SITE PLAN - EXISTING
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SITE PLAN - EXISTING

Project Number **2223027**

Drawing No. **A1.03**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 500** | Date **February 2023** | Drawn **TMS** | Checked **-**

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CRANE BEAM/PLINTHS

CRANE BEAMS

GANTRY RAIL

282.26

143.43

D
A1.02
SCALE: 1 : 500

SITE PLAN - DEMOLITION

5 0 5 10 15 20 25 m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SITE PLAN - DEMOLITION

Project Number
2223027

Drawing No.
A2.00

Rev.
P

Reduction 25mm on A1 | Scale **1 : 500** | Date **February 2023** | Drawn **TMS** | Checked -

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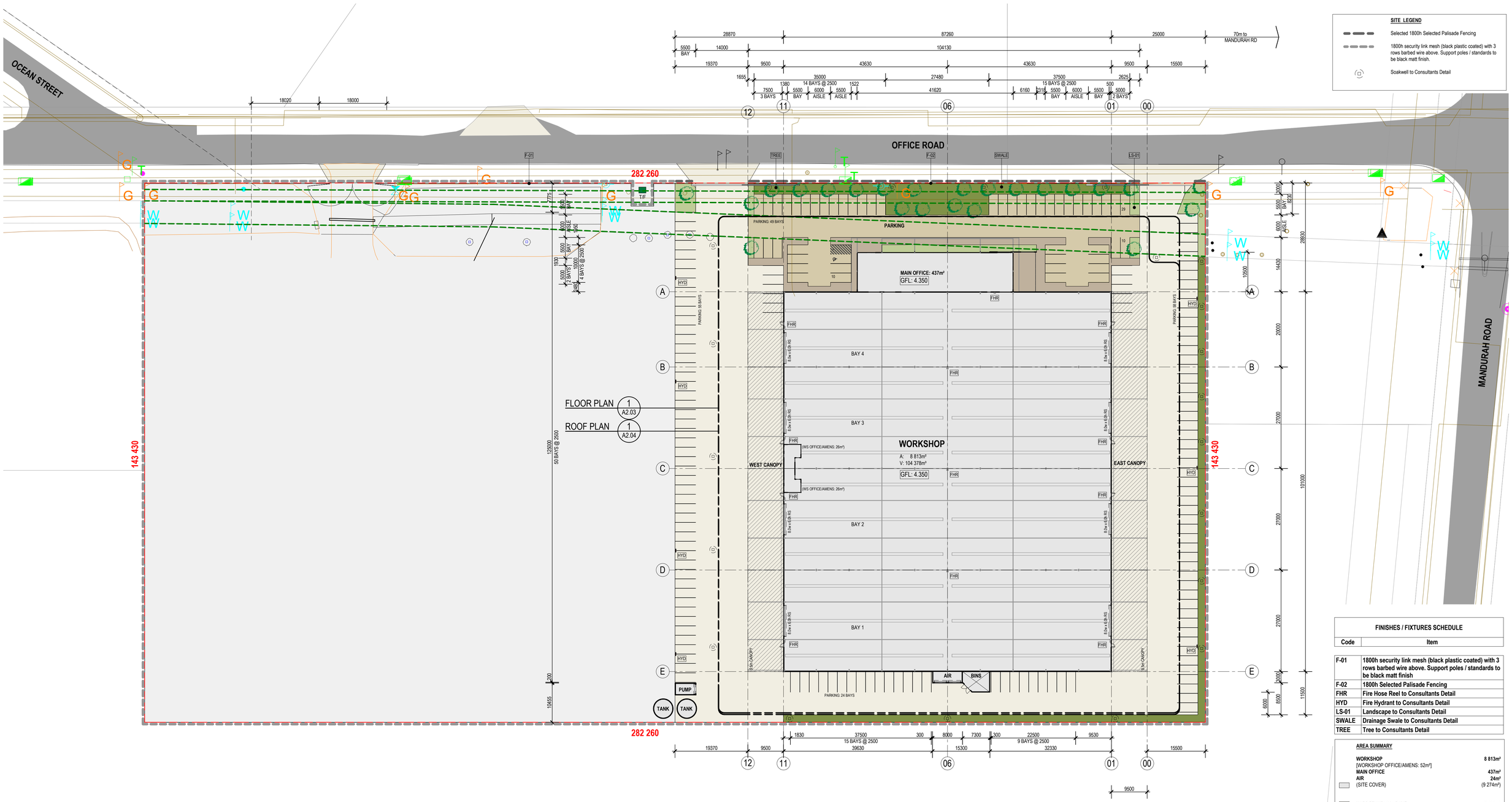

SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail

FINISHES / FIXTURES SCHEDULE	
Code	**Item**
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

	WORKSHOP	**8 813m²**
	[WORKSHOP OFFICE/AMENS: 52m²]	
	MAIN OFFICE	**437m²**
	AIR	**24m²**
	(SITE COVER)	(9 274m²)
	HARDSTAND: 137 BAYS	**7 926m²**
	(CANOPY)	(1 919m²)
	PARKING: 49 BAYS	**1 468m²**
	TOTAL LANDSCAPE	**1 579m²**
	(LANDSCAPE)	(262m²)
	(LANDSCAPE SWALE)	(919m²)
	(PAVING)	(398m²)
	SITE AREA	**20 247m²**
	FUTURE DEVELOPMENT	20 247m²
	TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 186 BAYS

1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

TIM MANSER-SMITH
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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01**

Rev.: **P**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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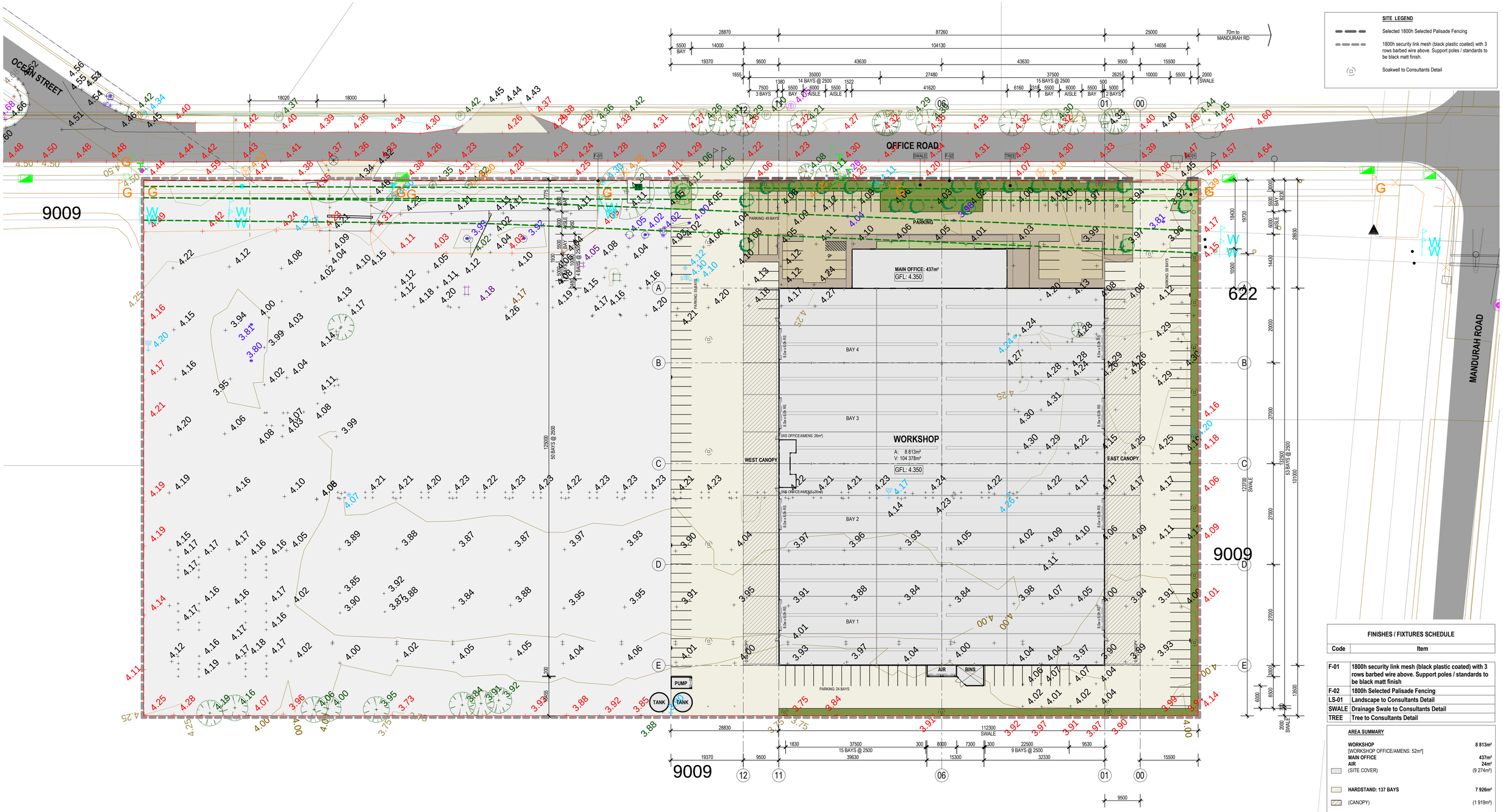

SITE LEGEND

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FINISHES / FIXTURES SCHEDULE

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LS-01	Landscape to Consultants Detail
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TOTAL PARKING PROVIDED: 186 BAYS	

1 A1.02 SITE PLAN - SURVEY
SCALE: 1 : 500

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - SURVEY

Project Number: 2223027

Drawing No.: A2.02

Rev.: P

Reduction: 25mm on A1 | Scale: As indicated | Date: February 2023 | Drawn: TMS | Checked: -

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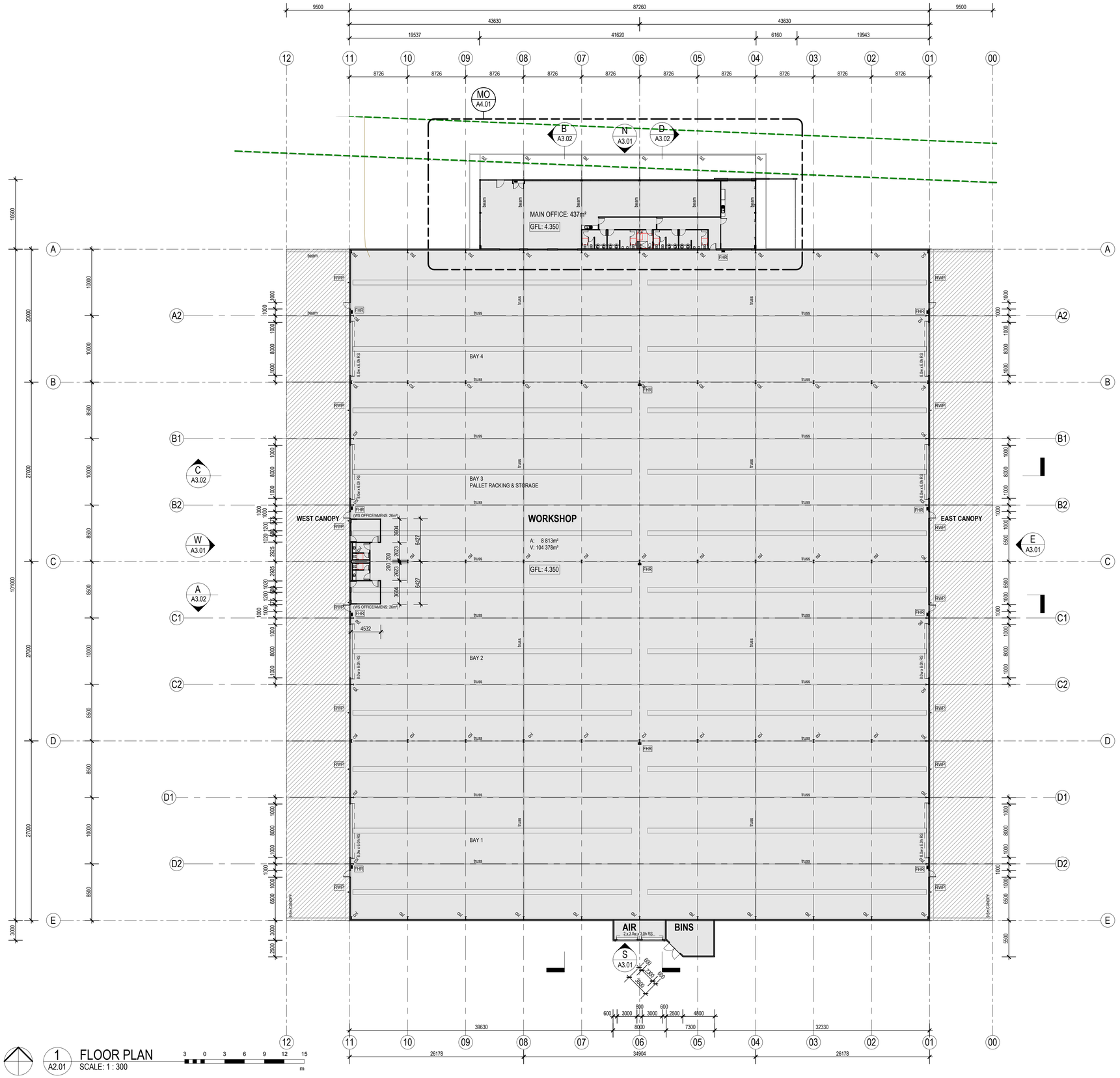
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
FHR	**Fire Hose Reel to Consultants Detail**
RWP	**Rain Water Pipe**



1 / A2.01 FLOOR PLAN
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: **FLOOR PLAN**
Project Number: **2223027**
Drawing No.: **A2.03**
Rev.: **P**
Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**
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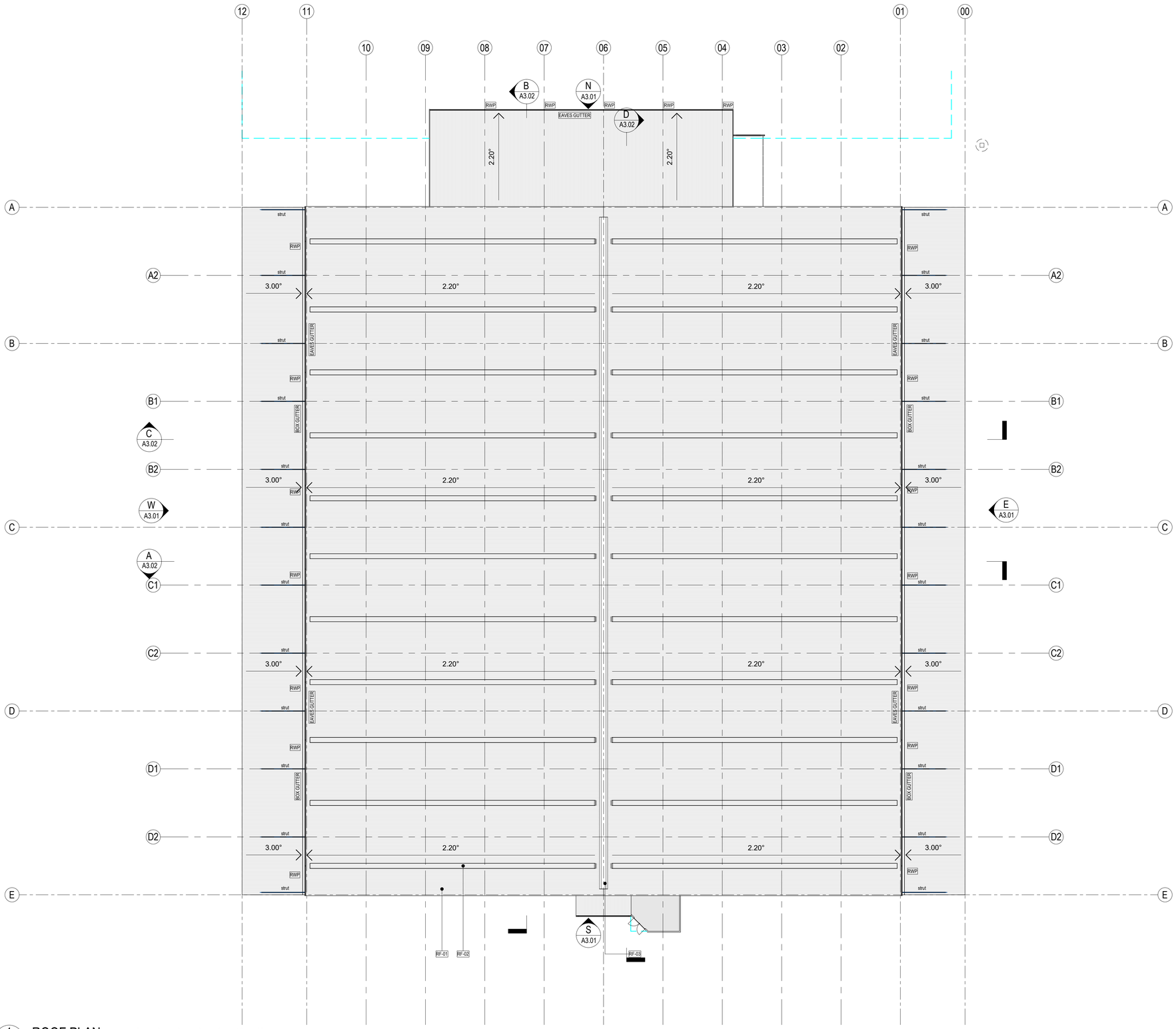
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
BOX GUTTER	**600 x 200 Box Gutter**
EAVES GUTTER	**Eaves Gutter**
RF-01	**Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)**
RF-02	**Roof Lights - Trimdeck**
RF-03	**Selected 600mm Throat Ridge Vent**
RWP	**Rain Water Pipe**



1 / A2.01 ROOF PLAN
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **ROOF PLAN**

Project Number: **2223027**

Drawing No.: **A2.04**

Rev.: **P**

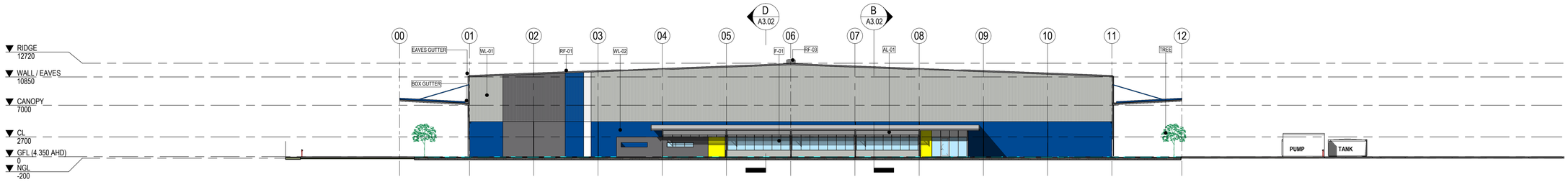
Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_P.rvt

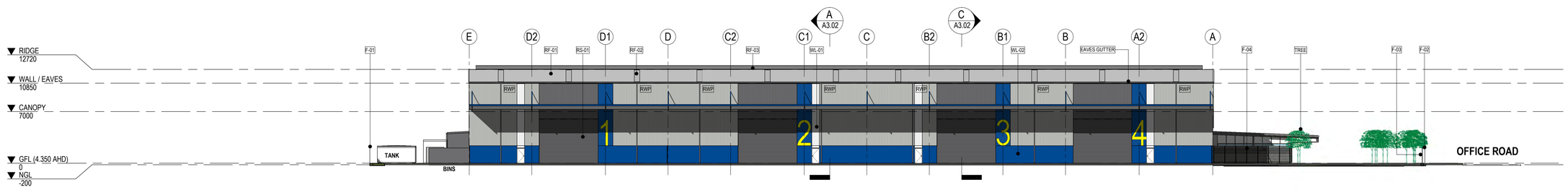
GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

FINISHES / FIXTURES SCHEDULE

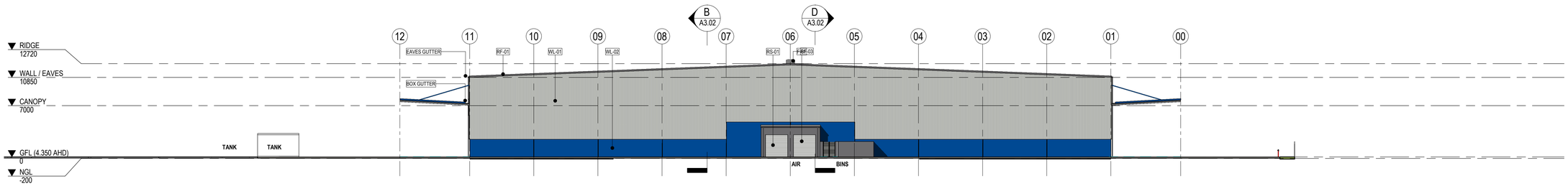
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
BOX GUTTER	600 x 200 Box Gutter
EAVES GUTTER	Eaves Gutter
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
F-03	1800h Selected Palisade Sliding Gate
F-04	2400h Selected Aluminium Slatted Screen
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
RF-02	Roof Lights - Trimdeck
RF-03	Selected 600mm Throat Ridge Vent
RS-01	Roller Shutters - Powdercoat
RWP	Rain Water Pipe
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted



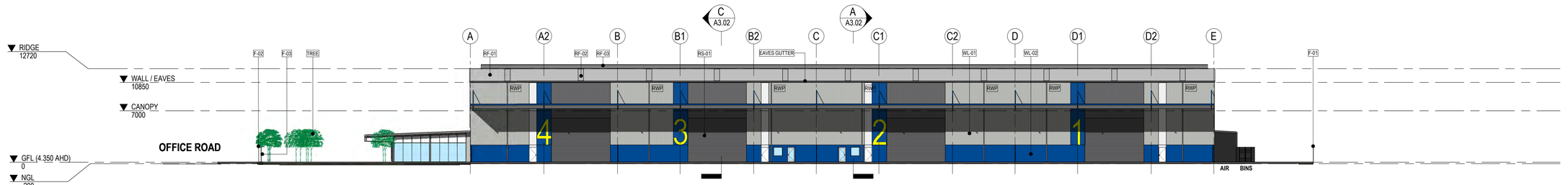
N A2.03 NORTH ELEVATION
SCALE: 1 : 300



E A2.03 EAST ELEVATION
SCALE: 1 : 300



S A2.03 SOUTH ELEVATION
SCALE: 1 : 300



W A2.03 WEST ELEVATION
SCALE: 1 : 300
3 0 3 6 9 12 15 m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ELEVATIONS

Project Number **2223027**

Drawing No. **A3.01**

Rev. **P**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_P.rvt

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
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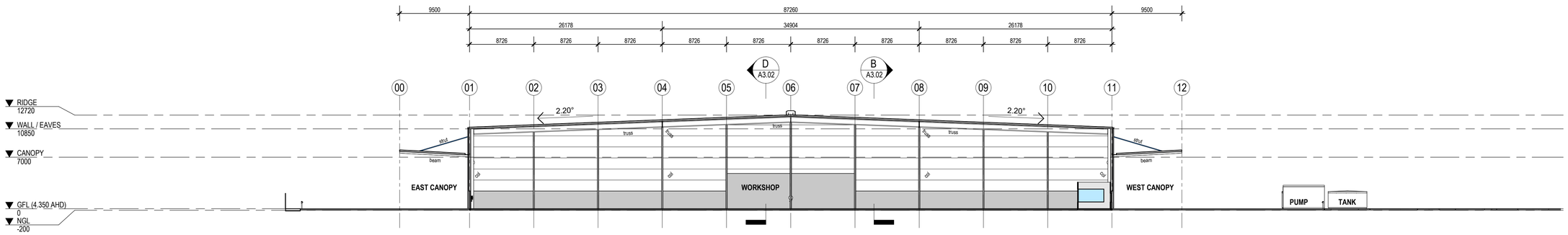
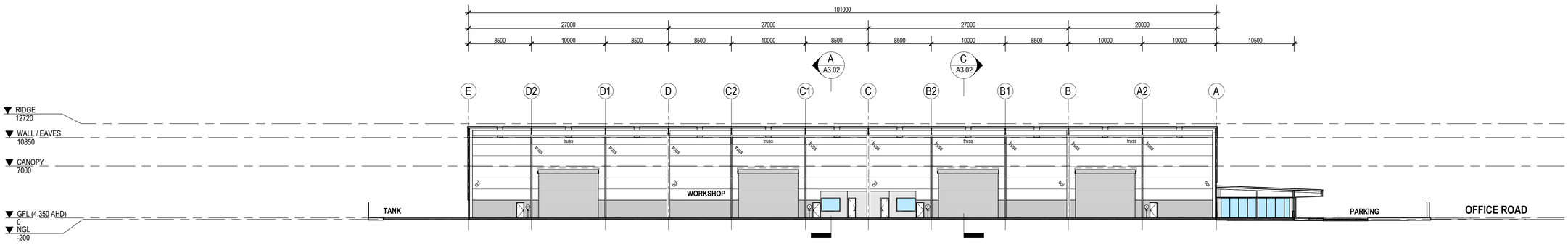
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION



A A2.03 SECTION A
SCALE: 1 : 300



B A2.03 SECTION B
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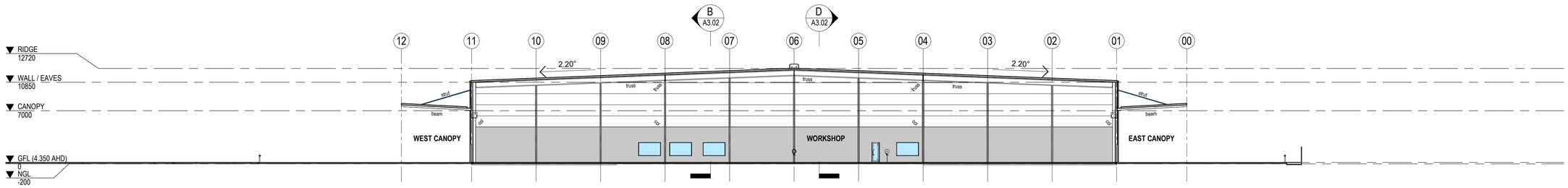
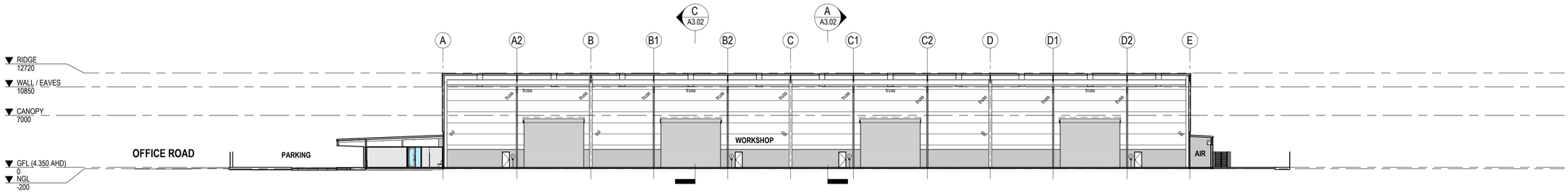


C A2.03 SECTION C
SCALE: 1 : 300



D A2.03 SECTION D
SCALE: 1 : 300
3 0 3 6 9 12 15
m

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SECTIONS

Project Number
2223027

Drawing No. **A3.02**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**

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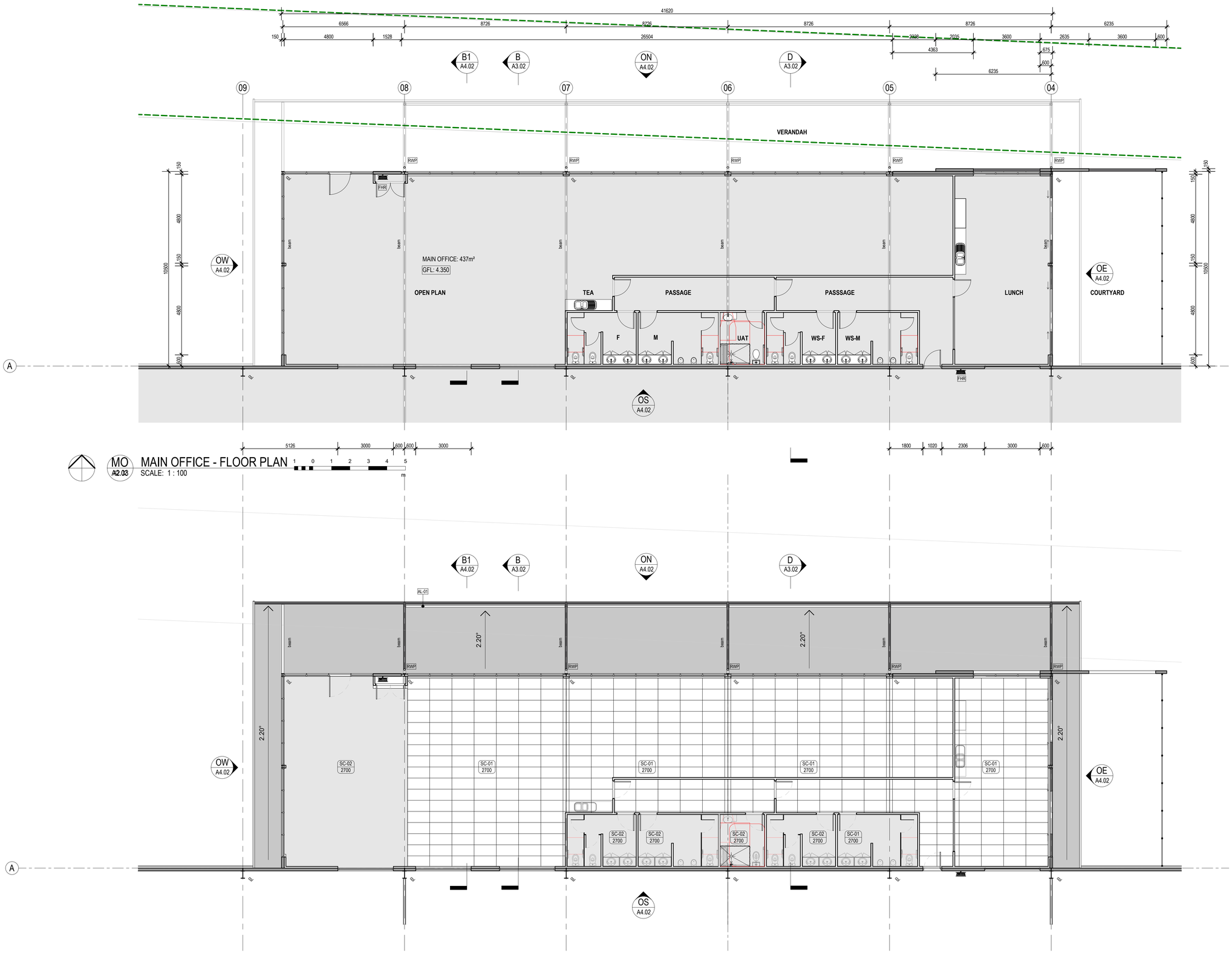

MO A2.03 **MAIN OFFICE - FLOOR PLAN**
SCALE: 1 : 100

0 1 2 3 4 5 m

MAIN OFFICE - RCP
SCALE: 1 : 100

GENERAL NOTES
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5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

FINISHES / FIXTURES SCHEDULE

Code	Item
AL-01	Aluminium Louvres - Clear Anodised
FHR	Fire Hose Reel to Consultants Detail
RWP	Rain Water Pipe

CEILING TYPE LEGEND

SC-xx / 2700 — DENOTES CEILING FINISH; DENOTES CEILING HEIGHT ABOVE FLOOR LEVEL

SC-01 — 1200 x 600 SUSPENDED RONDO WHITE EXPOSED GRID CEILING SYSTEM WITH SHADOW LINE ANGLE TRIM. SELECTED CEILING TILES.

SC-02 — 10MM SET PLASTERBOARD INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

SC-03 — FLUSH F/CEMENT SHEET INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

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P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **MAIN OFFICE - PLANS**

Project Number: **2223027**

Drawing No.: **A4.01**

Rev.: **P**

Reduction 25mm on A1 | Scale **1 : 100** | Date **February 2023** | Drawn **TMS** | Checked -

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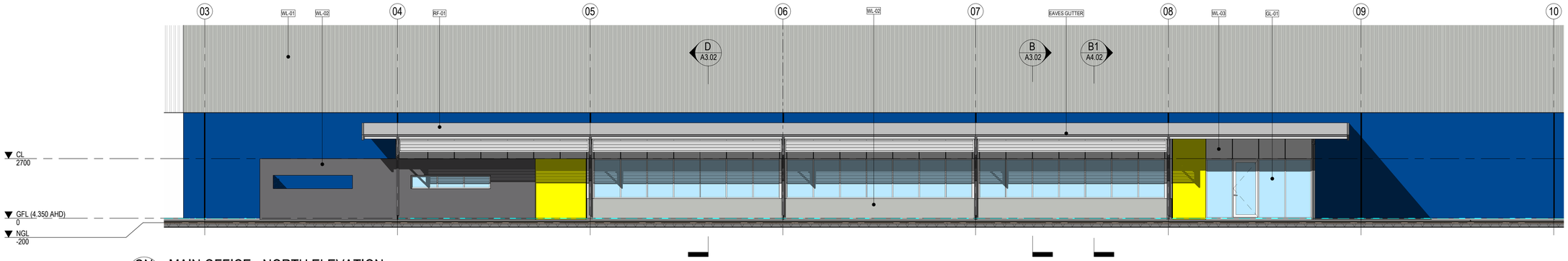

ON A4.01 MAIN OFFICE - NORTH ELEVATION
SCALE: 1 : 100

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
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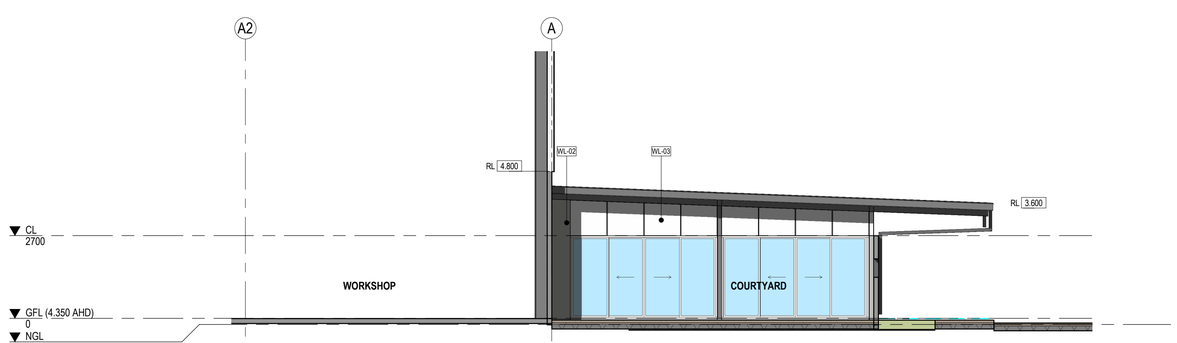
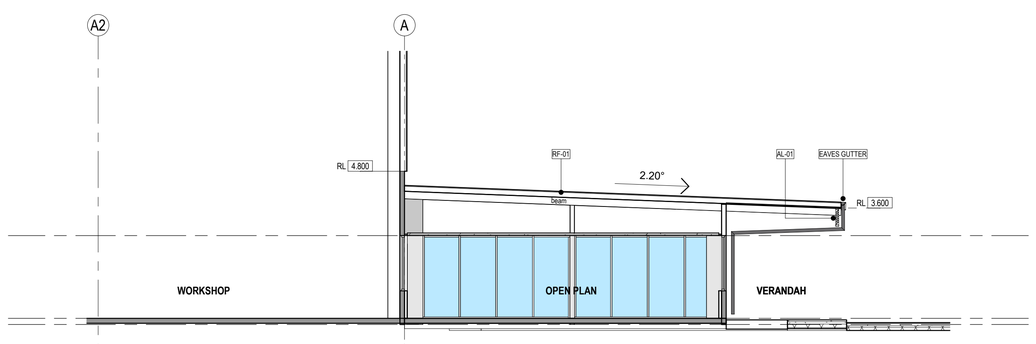
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

FINISHES / FIXTURES SCHEDULE

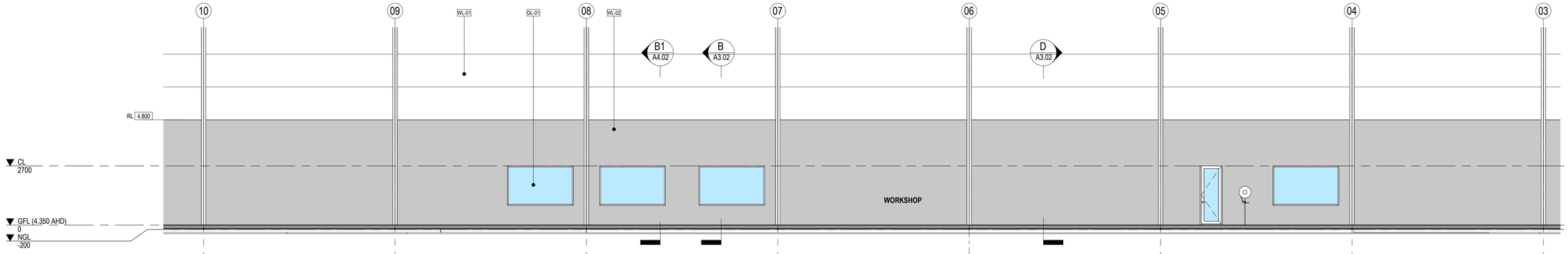
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
GL-01	Selected Glazing in 100x50 Al. Commercial Frame - Clear Anodised
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted
WL-03	Compressed Fibre Cement Sheeting with Expressed Joints - Painted



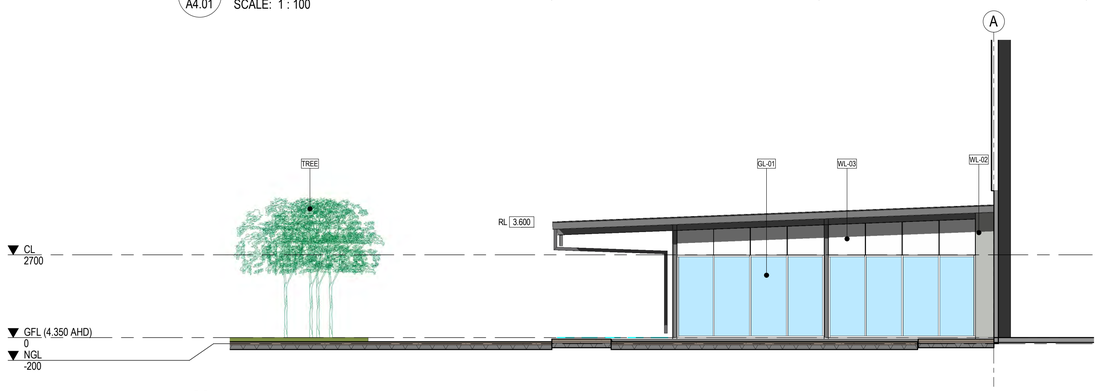
OE A4.01 MAIN OFFICE - EAST ELEVATION
SCALE: 1 : 100



B1 A4.01 MAIN OFFICE - SECTION B1
SCALE: 1 : 100



OS A4.01 MAIN OFFICE - SOUTH ELEVATION
SCALE: 1 : 100



OW A4.01 MAIN OFFICE - WEST ELEVATION
SCALE: 1 : 100

1 0 1 2 3 4 5
m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
MAIN OFFICE - ELEVATIONS

Project Number **2223027**

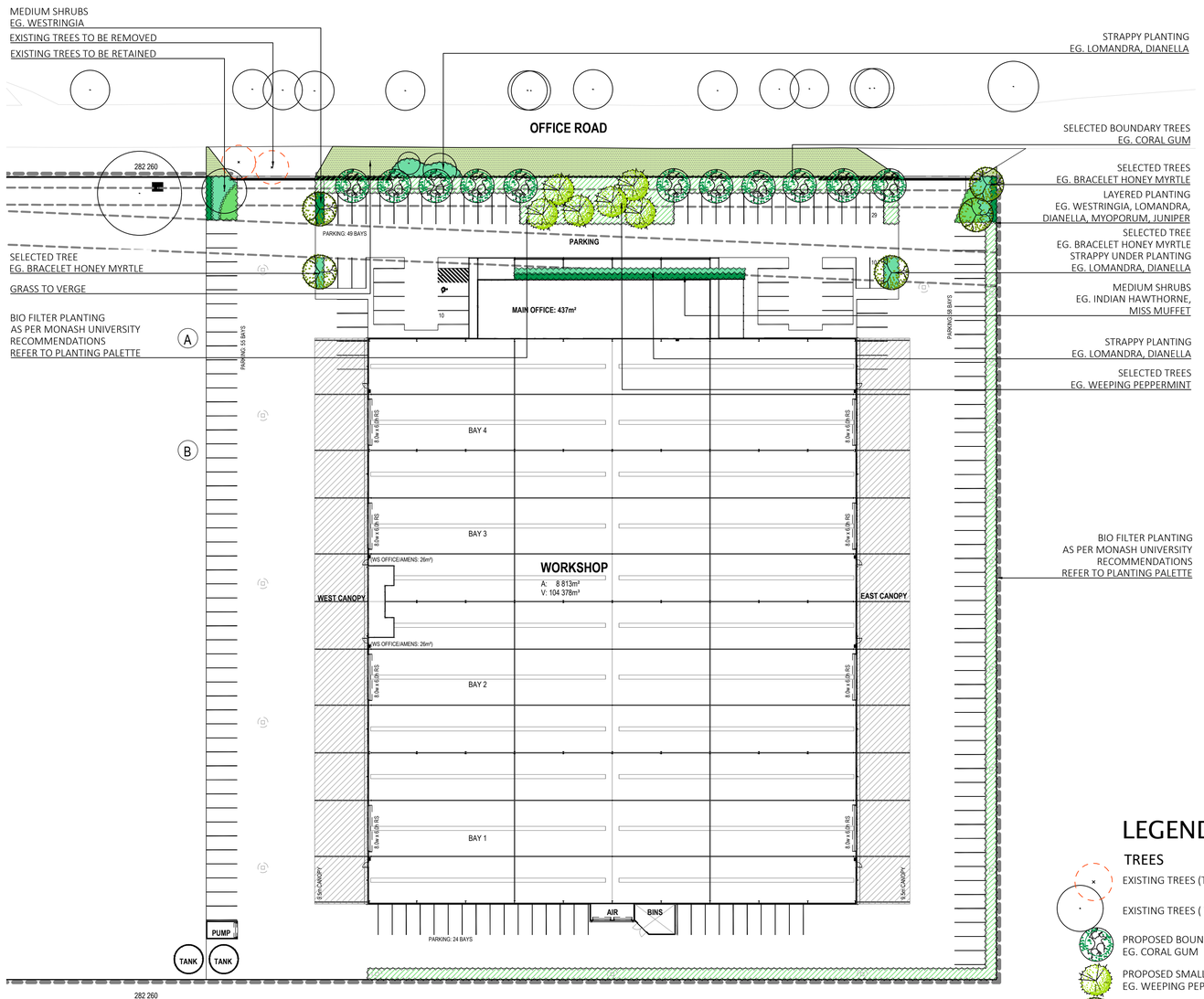
Drawing No. **A4.02**

Rev. **P**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **Author** | Checked **Checker**

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_P.rvt

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.



LEGEND

TREES
- EXISTING TREES (TO BE REMOVED)
- EXISTING TREES (TO BE RETAINED)
- PROPOSED BOUNDARY TREES EG. CORAL GUM
- PROPOSED SMALL GUMS EG. WEEPING PEPPERMINT
- PROPOSED CAR PARK TREES EG. BRACELET HONEY MYRTLE

PLANTING
- PLANTING TYPE 01 GROUNDCOVERS
- PLANTING TYPE 02 STRAPPY/MIXED
- PLANTING TYPE 03 SHRUBS
- SELECTED LAWN SPECIES
- DRAINAGE SWALE PLANTING (TUBESTOCK)

PLANTING IMAGES


MELarm


EUCtor


AGOfle


OLEaxi


RHAori


LEUbro


WESfru


PITmis


LOMtan


DIAbla


DIAeme


HIBsca


JUNcon


DAMdiv


SCAcra

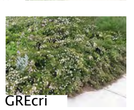

LIRjus


MYOpar


GREgin


ADEcun


EREblu


GREcri


ANIfla


HEMpun


FICnod


MELinc


ANIvir


DAMlin


MEEsca


EREgla


CARapr


POApoi

REV	DATE	DWN	APP	DESCRIPTION
A	15.03.23	AC	KD	LANDSCAPE CONCEPT PLAN
B	20.03.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
C	21.03.23	KD	KD	UPDATED LANDSCAPE CONCEPT PLAN

NOTES

1. GENERAL
1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
1.3 FOR ALL FINISHED LEVELS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).

2. SOIL PREPARATION
2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3.PLANTING
3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 REFER TO PLANTING PALETTE FOR SUGGESTED SPECIES, SPACING AND SIZES.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION
4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.

PLANTING PALETTE

Symbol	Species	Common Name	Spacing	Size
Trees:				
AGOfle	Agonis flexuosa	Weeping Peppermint	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
MELarm	Melaleuca armillaris	Bracelet honey myrtle	As Shown	100L
Shrubs and Groundcovers:				
ADEcun	Adenanthos cuneatus	Coral Carpet	1/m2	140mm
DAMdiv	Dampiera diversifolia	Blue Eyes	1/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	1/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	1/m2	140mm
GREcri	Grevillea crithmifolia	Crithmifolia	1/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	1/m2	140mm
JUNcon	Juniperus conferta	Japanese shore Juniper	1/m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
OLEaxi	Olearia axillaris	Smoke Bush	3/m3	140mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	2/lm	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	1/m2	200mm
RHAori	Rhaphiolepis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/lm	200mm
WESfru	Westringia fruticosa	Native Rosemary	2/lm	200mm
SCAcra	Scaevola crassifolia	Thick Leaved fan flower	2m3	140mm
Bio Filter Plants:				
ANIvir	Anigozanthus viridis	Green Kangaroo Paw	4/m2	tubestock
ANIfla	Anigozanthus flavadis	Kangaroo Paws	4/m2	tubestock
CARapr	Carex appressa	Tall Sedge	4/m2	tubestock
DAMlin	Dampiera linearis	Blue Moon	4/m2	tubestock
EREgla	Eremophila glabra	Tar Bush	4/m2	tubestock
FICnod	Ficinia nodosa	Knobby Club Rush	4/m2	tubestock
HEMpun	Hemiandra pungens	Snake Bush	4/m2	tubestock
MEEsca	Meebaldina/Leptocarpus scariosa	Velvet rush	4/m2	tubestock
MELinc	Melaleuca incana nana	Dwarf Honey Myrtle	4/m2	tubestock
POApoi	Poa poiformis	Tussock Grass	4/m2	tubestock

kdla kelsie davies landscape architecture
Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0289 PAGE 101 REV C

0 10 20 50m
SCALE 1:500 @A1

SPECIAL INDUSTRIAL DEVELOPMENT
LANDSCAPE CONCEPT PLAN
CREDENTIA CONSTRUCTION
60 OFFICE ROAD, EAST ROCKINGHAM

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H:\Shared drives\KDLA Design\0289 East Rockingham Warehouse_Credential\01. CAD Design\0289-MAN-LR_C.dwg

Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address: Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 13th Month March Year 2022

Report author or reviewer: Nathan Peart

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☒

If accredited, please provide the following.

BPAD accreditation number: 38808 Accreditation expiry: Month May Year 2023

Bushfire management plan version number: 1

Bushfire management plan date: Day 17th Month March Year 2023

Client/business name: Credentia Constructions

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	☐	☒
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	☐	☒

Is the proposal any of the following (see SPP 3.7 for definitions)?	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)	☐	☐
Strategic planning proposal (including rezoning applications)	☐	☐
High risk land-use	☐	☐
Vulnerable land-use	☐	☐

None of the above ☒

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer 

Date 17/03/2023

Bushfire Management Plan (DA)

Proposed Commercial Building at

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Client: Credentia Constructions

17th March 2023

Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 1728 (#60) Office Road, East Rockingham, WA, 6168				
Version	Date	Author		Reviewer	
1	17.03.2023	Billy Hulands	BH	Nathan Peart	NP
	Initial Report Issued				

Disclaimer and Limitation

This report is prepared solely for the client, any future landowners of the subject lot and is not for the benefit of any other person and may not be relied upon by any other person. Bushfire Smart accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material by any third party.

The mitigation strategies contained in this report are considered to be prudent minimum standards only, based on the writer's experience as well as standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that if such standards are complied with or if a property owner exercises prudence, that a building or property will not be damaged or destroyed by bushfire or that lives will not be lost in a bush fire. Fire is an extremely unpredictable force of nature. Changing climatic factors (whether predictable or otherwise) either before or at the time of a fire can also significantly affect the nature of a fire and in a bushfire prone area it is not possible to completely guard against bushfire.

Further, the growth, planting or removal of vegetation; poor maintenance of any fire prevention measures; addition of structures not included in this report; or other activity can and will change the bushfire threat to all properties detailed in the report. Further, the achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

About the author:

Bushfire Smart has been providing bushfire risk management reports and advise for over 7 years and undertake assessments of planning and land development applications to verify compliance with State Planning Policy 3.7 and associated bushfire regulations.

Nathan Peart is the bushfire lead and has over 20 years' experience in the construction and planning fields. Nathan has completed a Graduate Diploma in Bushfire Protection at the University of Western Sydney.

Nathan is supported by several other team members with varying levels of accreditation.

Bushfire Smart hold Professional Indemnity Insurance to the value of $2,000,000 which includes cover for bushfire attack level assessments, planning, design and advice services as prescribed in FPA Australia`s Bushfire Planning and Design Accreditation Scheme for a BPAD - Level 3 practitioner.

Author/Reviewer		
Nathan Peart	BPAD 38808	
Level 3 Bushfire Planning and Design (BPAD) Accredited Practitioner		
E: BAL@BushfireSmart.com.au	Ph: 9555 9444	

Executive Summary

The proposal is at Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 for a development application for a commercial workshop and associated office.

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7(SPP3.7). Guidelines for Planning Bushfire Prone Areas Version 1.4 (the Guidelines) has been used to determine the proposals compliance with SPP3.7.

The proposal is within an area that has native vegetation shown on site, however this BMP does not require the removal of vegetation. The proposal can achieve BAL 29

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against bushfire protection criteria

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	A1.1 Development location	Acceptable Solution	On completion the application will be in an area subject to a moderate bushfire threat and a maximum BAL 29.
2: Sitting of development	A2.1 Asset Protection Zone (APZ)	Acceptable Solution	An APZ can be achieved and contained within the lot boundaries.
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Public roads meet the minimum technical requirements of guidelines.
	A3.2a Multiple access routes	Acceptable Solution	Access is provided in at least two different directions.
	A3.2b Emergency access ways	N/A	
	A3.3 Through-roads	N/A	
	A3.4a Perimeter roads	N/A	
	A3.4b Fire service access routes	N/A	
	A3.5 Battle axes	N/A	
	A3.6 Private driveways	Acceptable Solution	Private driveways can meet the requirements of the guidelines.
4: Water	A4.1 Identification of future water supply	N/A	
	A4.2 Provision of water for firefighting purposes	Acceptable Solution	Hydrants provided to comply with Water Corporation's No. 63 Water Reticulation Standard.

Compliance with this BMP, and therefore SPP3.7, will require action prior, during and after development. The items requiring implementation include:

- APZ to be maintained throughout the life of the proposal.
- Driveways to be constructed and maintained to the standard stated in this BMP.

The entire report should be read in conjunction with the guidelines to ensure all requirements are understood.

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1 Proposal and Site Details

1.1 Proposal Details

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 (subject lot) is a 2.024 ha parcel. The proposal is to for the construction of a commercial building on an existing lot.

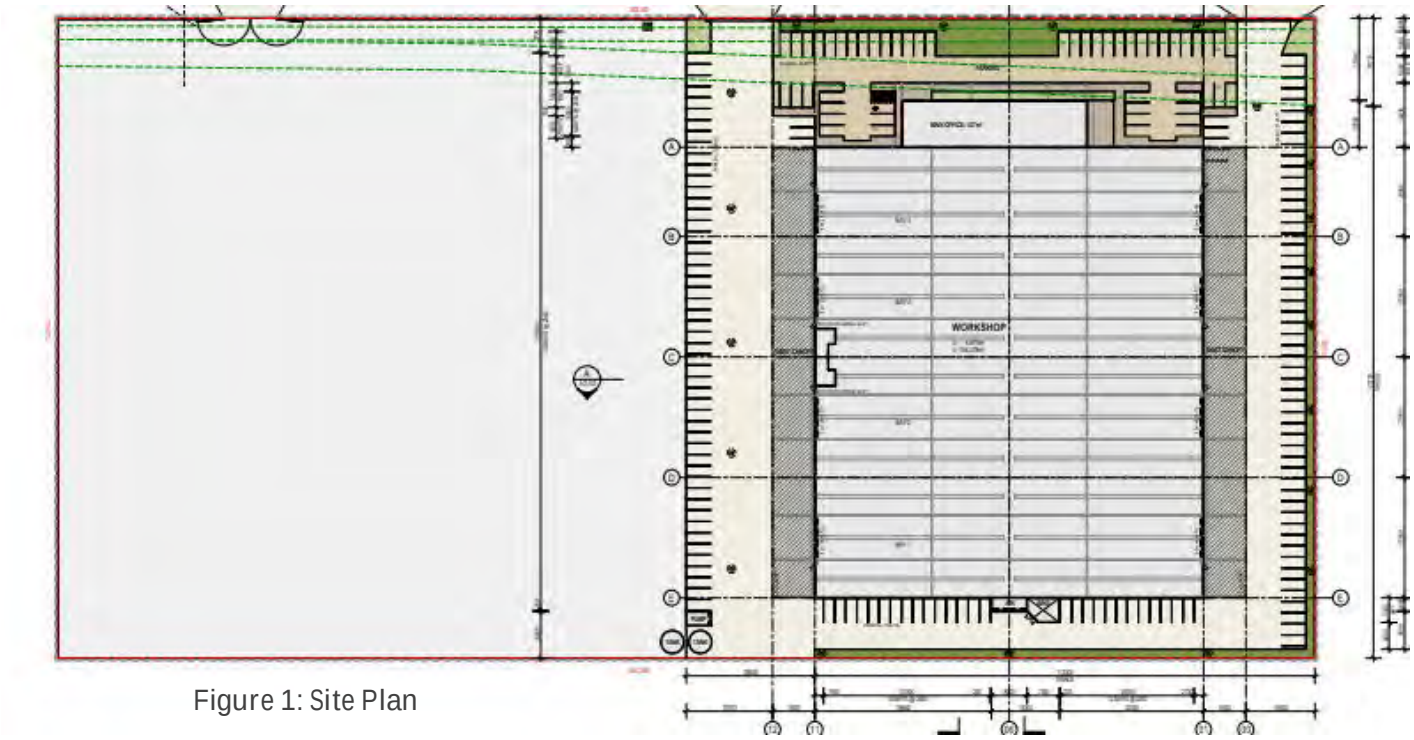

Figure 1: Site Plan

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Figure 2: Location Plan

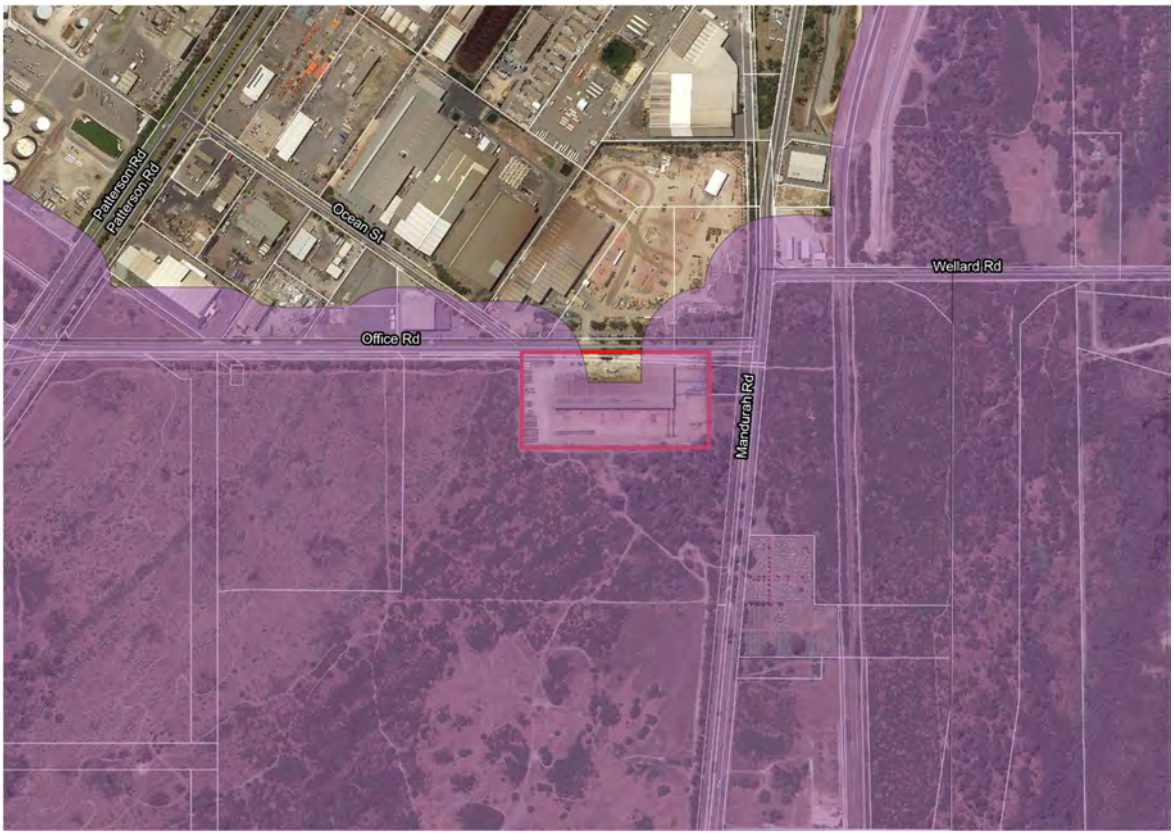

Figure 3: Map of Bushfire Prone Area for Subject Site

2 Environmental Considerations

In order to identify environmental, biodiversity of conservation values on the subject site, the site has been examined against the following databases as shown in table 2.

Object	Database	Identified	Details
Conservation category wetlands and buffer	DBCA-019/ DBCA-017	No	Site not identified within database.
RAMSAR wetlands	DBCA-010	No	Site not identified within database.
Threatened and priority flora	DBCA-036	No	Site not identified within database.
Threatened and priority fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	Yes	Site identified within area – further action required.
Bush Forever areas 2000	DPLH-019	No	Site not identified within database.
Clearing regulations – Environmentally Sensitive Areas	DWER-046	Yes	Site identified within area – further action required.
Swan Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

Table 1: Assessment against environmental considerations

The subject site has been identified by the Department of Biodiversity, Conservation and Attractions (DBCA) as being within a threatened ecological community. Additionally, the site is subject to the clearing regulations for Environmentally Sensitive Areas as identified by the Department of Water and Environmental Resources (DWER).

There is no vegetation removal recommended as part of this bushfire management plan.

2.1 Native vegetation – modification and clearing

The site has been checked against the Native Vegetation mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005). Native vegetation is indicated on the site, as shown in the image below.

The asset protection zone, as required in this APZ, will not require the removal of native vegetation.



Figure 4: Map of Native vegetation

2.2 Revegetation/landscape plans

All landscaping to comply with the APZ requirements as listed in this BMP.

3 Bushfire Assessment

3.1 Site Assessment

The assessment of this site/development was undertaken on 13 March 2023 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2018 Simplified Procedure (Method 1).

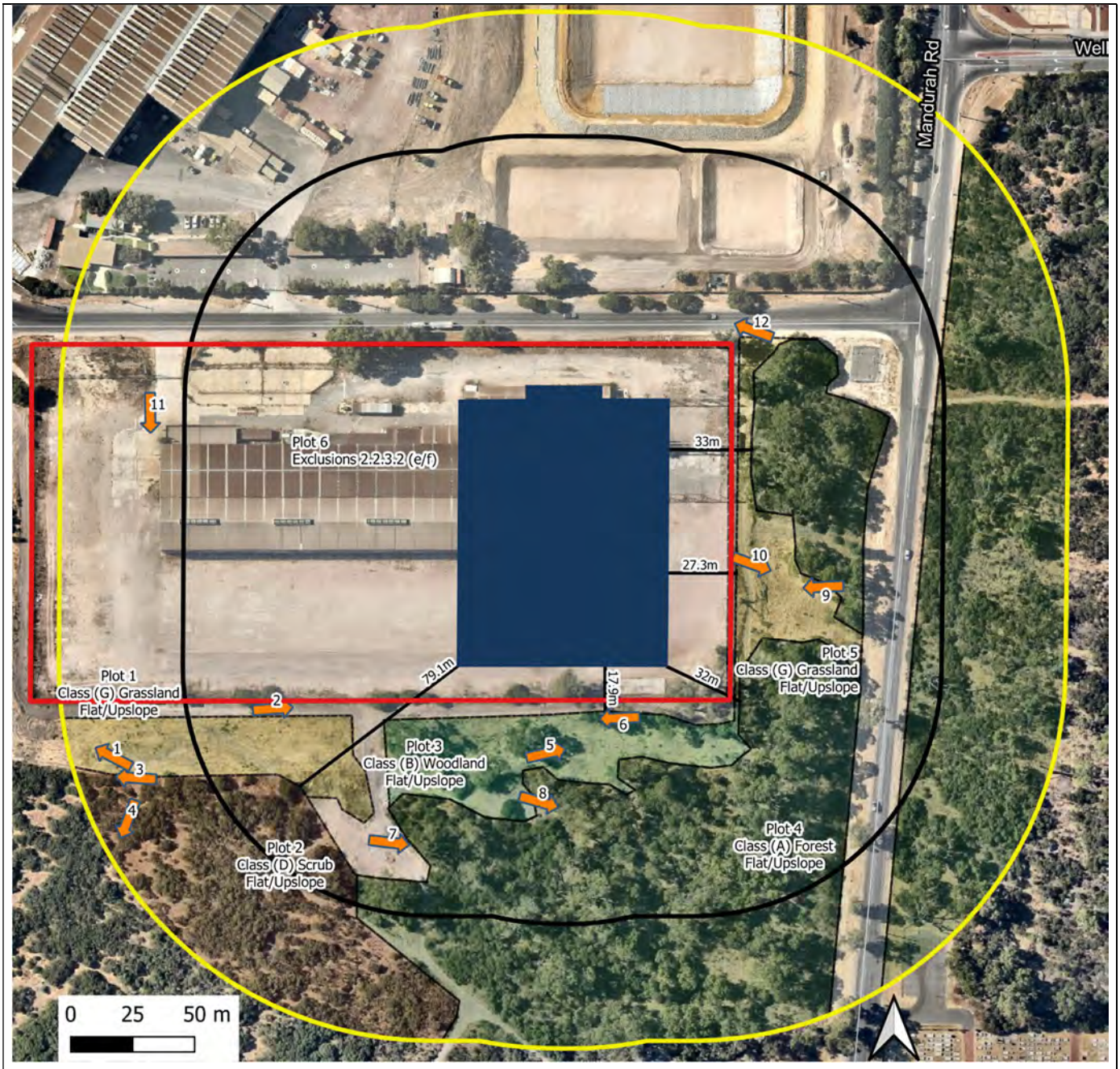

Figure 5: Vegetation Classification	Legend
Lot 1728 (#60) Office Road, East Rockingham, WA, 6168	Subject Lot 150m Buffer Line 100M Buffer Line Class A Forest Class B - Woodland Class C - Shrubland Class D - Scrub Class G - Grassland Excludable Photo Points
Assessment Date: 13 March 2023 Prepared by: Nathan Peart Accreditation Level: 3 Accreditation Number: 38808	

3.2 Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot:	1	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification
Semi-managed grasses >100mm, recently slashed with small amounts of scrub regrowth occurring.



Photo ID: 1



Photo ID: 2

Plot:	2	Vegetation Classification or Exclusion Clause	Class D Scrub - Open scrub D-14

Description / Justification for Classification
Scrub up to 5m with unmanaged grassy understorey. Overstorey foliage <30%



Photo ID: 3



Photo ID: 4

Plot:	3	Vegetation Classification or Exclusion Clause	Class B Woodland - Open woodland B-06

Description / Justification for Classification

Mature trees spaced over grassland with low overstorey foliage (<30%). Trees are up to 20m with grassy understory.



Photo ID: 5



Photo ID: 6

Plot:	4	Vegetation Classification or Exclusion Clause	Class A Forest - Open forest A-03

Description / Justification for Classification

Forest with tall mature trees up to 20m with scrub, shrubland understory and unmanaged grasses. Overstory foliage >30%.



Photo ID: 7



Photo ID: 8

Plot:	5	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification
Unmanaged grassland >100mm with occasional tree throughout plot. Overstory foliage <10%



Photo ID: 9



Photo ID: 10

Plot:	6	Vegetation Classification or Exclusion Clause	Excludable - 2.2.3.2(e/f) Non-Vegetated Areas

Description / Justification for Classification
Entire subject lot is largely non-vegetated with low, under pruned trees spaced along office road.



Photo ID: 10



Photo ID: 11

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All vegetation within 100 metres of the site was classified in accordance with clause 2.2.3 of AS3959-2018.

The Fire Danger Index (FDI) – 80-and table 2.4.3 AS3959-2018 applied.

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class G Grassland	Flat/Upslope	47m	BAL – 12.5
2	Class D Scrub	Flat/Upslope	79.1m	BAL – 12.5
3	Class B Woodland	Flat/Upslope	17.9m	BAL – 29
4	Class A - Forest	Flat/Upslope	32m	BAL – 19
5	Class G Grassland	Flat/Upslope	27.3m	BAL – 12.5
6	Excludable – Clause 2.2.3.2(e/f)	N/A	N/A	BAL – LOW

Table 2: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL – 29

4 Assessment against the Bushfire Protection

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken for any strategic planning proposal, subdivision and development application for a site that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section details the measure to be taken so that this proposal complies with these.

Element 1: Location

Intent:

The intent of this element is to ensure the proposal is located in the least possible risk of bushfire to facilitate the protection of people, property and infrastructure. To satisfy the intent, the proposal is required to be located in an area where the bushfire hazard assessment is or will, on completion, be moderate or low, or a BAL–29 or below, and the risk can be managed.

Proposed bushfire management strategies:

Element 1 will be satisfied using Acceptable Solution A1.1. The proposal is located in an area that on completion, will be in an area that is a moderate bushfire level wit a maximum BAL level of 29.

Element 2: Siting and design of development

Intent:

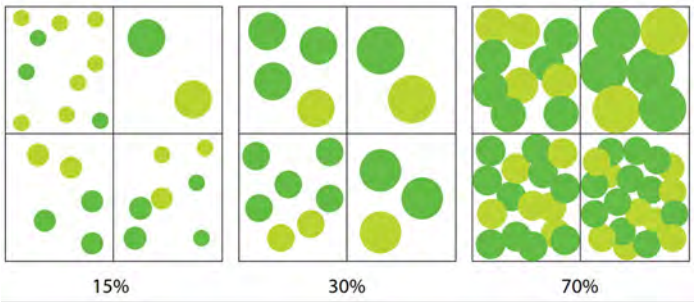
The intent of this element is to ensure that the siting and design of development minimises the level of bushfire impact.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solution A2.1 Asset Protection Zone (APZ). APZ distances are measured from rom any external wall or supporting post or column of the proposed building(s) and to be:

APZ not required as determined BAL-29 achievable before construction, however entire lot should be managed to APZ standards as per Schedule 1 of the guidelines, extract shown below.

Schedule 1: Standards for asset protection zones (WAPC 2021)

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959)
Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness)	• Should be managed and removed on a regular basis to maintain a low threat state. • Should be maintained at <2 tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel or crushed mineral earth or wood mulch >6 millimetres in thickness.
Trees* (>6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be <15 per cent of the total APZ area. • Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ. Figure 19: Tree canopy cover – ranging from 15 to 70 per cent at maturity 
Shrub* and scrub* (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps >5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 metres in height. Ground overs >0.5 metres in height are to be treated as shrubs)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.
Grass	Grass should be maintained at a height of 100 millimetres or less, at all times. Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation
Defendable space	Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

Element 3: Vehicular Access

Intent:

To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solutions:

A3.1 Public Roads

The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads.
Public roads are to meet the minimum technical requirements in Table 6, Column 1.

A3.2a Multiple access routes

Public road access is provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access). Office Road onto Patterson Rd, the second access Is via Office Road onto Mandurah Road.

A3.2b Emergency access way- Not Applicable

A3.3 Through-roads – Not Applicable

A3.4a Perimeter Roads – Not Applicable

A3.4b Fire service access route – Not Applicable

A3.5 Battle-axe access legs – Not Applicable

A3.5 Private Driveways

The proposal is within a reticulated area, speed limit on the road is 70km/h or less, however driveways are greater than 70 metres. Therefore,
private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

TECHNICAL REQUIREMENTS	1 Public roads	2 Emergency access way[1]	3 Fire service access route[1]	4 Battle-axe and private driveways[2]
Minimum trafficable surface (metres)	In accordance with A3.1	6	6	4
Minimum horizontal clearance (metres)	N/A	6	6	6
Minimum vertical clearance (metres)	4.5			
Minimum weight capacity (tonnes)	15			
Maximum grade unsealed road[3]	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Maximum grade sealed road[3]		1:7 (14.3%)		
Maximum average grade sealed road		1:10 (10%)		
Minimum inner radius of road curves (metres)		8.5		

Notes:

[1] To have crossfalls between 3 and 6%.

[2] Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

[3] Dips must have no more than a 1 in 8 (12.5% -7.1 degree) entry and exit angle.

Element 4: Water

Intent:

To ensure that water is available to enable people, property and infrastructure to be defended from bushfire.

Proposed bushfire management strategies:

Element 4 will be satisfied using Acceptable Solutions:

A4.1 Identification of future water supply – Not Applicable

A4.22 Provision of water for firefighting purposes

Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard. Hydrant access is provided adjacent to the north-eastern lot boundary on Office Road.

5 Implementation

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

Management Action	Timing
Occupants	
Maintain vehicular access routes to the required surface condition and clearances	Ongoing
Maintain the Asset Protection Zone (APZ) over the entire lot.	Ongoing

5.1 Acknowledgement

Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

6 General References

Standards Australia 2009, AS 3959-2018 Construction of buildings in bushfire-prone areas, Sydney

WA Department of Planning 2016, Visual Guide for bushfire risk assessment in Western Australia

Western Australian Planning Commission (WAPC) 2015, State Planning Policy 3.7 Planning in Bushfire Prone Areas, Western Australian Planning Commission, Perth, Perth

Western Australian Planning Commission and (WAPC) 2021, Guidelines for Planning in Bushfire Prone Areas Version 1.4, Western Australia

7 Online references

Office of Bushfire Risk management (OBRM) 2017, Map of Bush Fire Prone Areas, Viewed March 23, < https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Office of Bushfire Risk Management (OBRM), Bushfire Risk Management (BRM) Plan Guidelines, Viewed March 23.

WA Local Government Association (WALGA), Environmental Planning Tool, Viewed March 23, < pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html>

8 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)

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Legend

- Subject Lot
- Proposed Development
- Driveway
- H Water Hydrant

Bushfire Protection Criteria

APZ requirements: APZ not required as determined BAL-29 achievable before construction, however entire lot to be managed to APZ standards.

Driveway requirements: private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

Water Requirements: Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard.

Figure 6: Spatial Representation of proposed risk management measures.

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Assessment Date: 13 March 2023
Prepared by: Nathan Peart
Accreditation Level: BPAD Level 3
Accreditation Number: 38808
Accreditation Expiry: May 2023

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transcore
20 years anniversary

transport planning
traffic engineering
modelling

Proposed industrial development (workshop), 60 Office Road, East Rockingham

Transport Impact Statement

PREPARED FOR:
Credentia Construction

March 2023

Document history and status

Author	Revision	Approved by	Date Approved	Revision type
Kunyou Dai	r01	Behnam Bordbar	22/03/2023	Final

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Project manager: Behnam Bordbar

Client: Credentia Construction

Project: 60 Office Road, East Rockingham

Document revision: r01

Project number: t23.044

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

The subject site is located on the southern side of Office Road and is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. The subject site is broadly bound by Mandurah Road to the east, Office Road to the north, and vacant land to the south and west, as shown in **Figure 1**.



Figure 1: Location of the subject site

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Industrial" in the MRS. The MRS map identifies the section of Office Road immediately fronting the subject site as Other Regional Roads (ORR - Blue Road), with it's care and control vested to the Local Authority by WAPC.



Figure 2. Location of the subject site in the MRS

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 5 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the net peak hour vehicular trips reflects a reduction in traffic volumes generated by the proposed development, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the traffic associated with the proposed development, access and egress movement patterns and parking supply.

[1] *Between 10 and 100 vehicular trips per hour*

2 Proposed Development

The subject of this report is the proposed industrial (workshop) development. The facility will comprise the following elements:

- Workshop (8,813 m^2) [Workshop Offices/Amens (52 m^2)];
- Main Office (437 m^2); and,
- Air (24 m^2).

According to the development plan provided in **Appendix A**, a total of 49 on-site parking bays, including one ACROD bay fronting the main office, and 137 hardstand bays around the workshop building are proposed to address the parking demand of the proposed industrial development.

As part of the proposed development, vehicular access to the subject site will be facilitated through two full-movement crossovers on Office Road to the north of the site. These crossovers will be shared by employees and visitors (using light vehicles) and delivery and service trucks (heavy vehicles).

3 Vehicle Access and Parking

3.1 Access

Currently, one full-movement crossover on Office Road serves the subject site.

It is proposed to remove the existing crossover and construct two new full-movement crossovers to serve the proposed development. Also, as part of the proposed application, a new third crossover is proposed immediately adjacent to the existing crossover as illustrated in **Figure 3**. The proposed crossovers will enhance site access and meet the needs of the future and proposed developments.

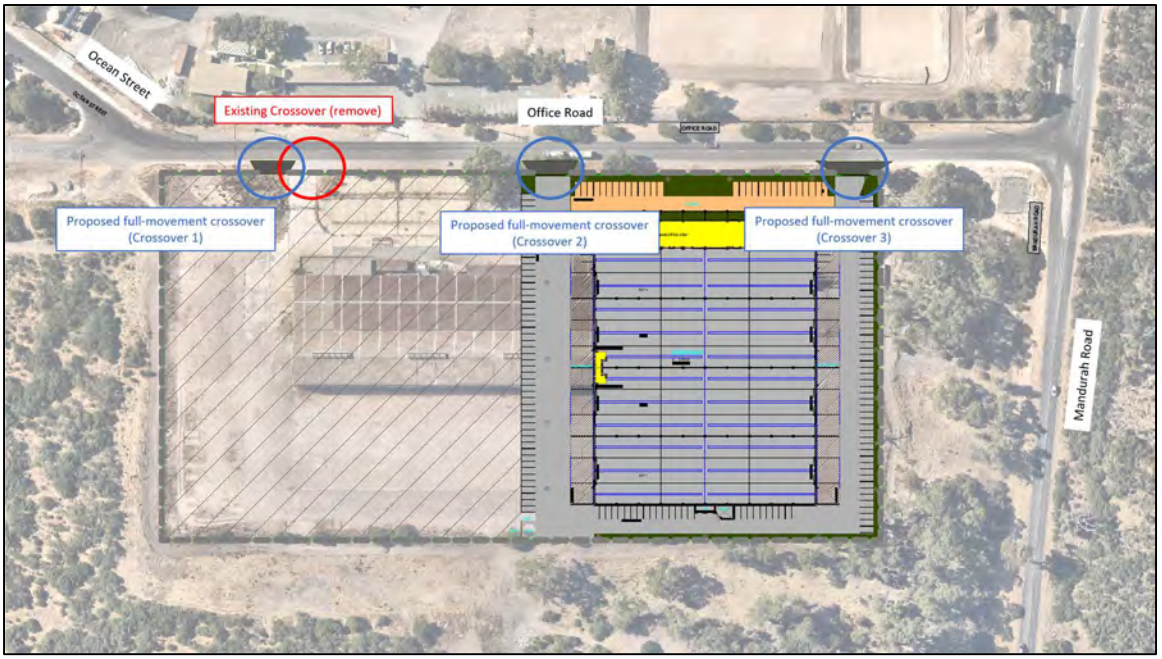


Figure 3: Development crossovers

3.2 Parking Supply and Demand

As part of the development proposal, a total a total of 49 on-site parking bays fronting the main office, including one ACROD bay, and 137 hardstand bays around the workshop building are proposed to serve the proposed development.

It is understood by Transcore that the proposed parking supply meets the anticipated parking demand of the development.

4 Provision for Service Vehicles

A bin Storage area is located at the rear of the proposed industrial building, as shown in the development plan in **Appendix A**.

Waste collection and deliveries will take place within the site. A private contractor will collect waste using a 12.5m service vehicle. The waste collection truck will be able to enter the site via crossover 2 in forward gear, park in a suitable position adjacent to the bin store area for waste collection, and then exit the site in forward gear via crossover 3.

In accordance with Main Roads WA Restricted Access Vehicle (RAV) information, Office Road is classified as RAV 4 permitting vehicles up to 27.5m A-Doubles.

A turn path assessment was undertaken for inbound and outbound movements of 27.5m B-Double, which are expected to be the largest size vehicles to access the site, and a 12.5m rigid truck service vehicle for waste collection. The outcome of the assessment is attached in **Appendix B**.

As demonstrated in **Appendix B**, the turn paths confirm satisfactory movements and adequacy of the proposed crossover.

5 Daily Traffic Volumes and Vehicle Types

5.1 Existing Site Traffic Generation

The subject site is presently occupied by an existing industrial building which is proposed to be demolished. The area of the existing industrial building is approximately 9,448 m^2.

The traffic volumes generation by the existing development is estimated based on appropriate land use trip rates documented in the *ITE Trip Generation Manual (11th Edition)*.

Accordingly, the trip rates which were used to estimate the existing development traffic generation are as follows:

Manufacturing (140) – 1000 Sq. Ft. GFA (there is no land use with the definition of workshop in ITE 11th Edition).

- Weekday daily: 4.75 vpd per 1000 Sq.Ft. GFA/0.929 = 5.11vpd per 100 m^2 GFA:
- Weekday AM peak hour: 0.8vph per 100 Sq. F. GFA/0.929 = 0.86 vph per 100 m^2 GFA; and,
- Weekday PM peak hour: 0.8vph per 100 Sq. F. GFA/0.929 = 0.86 vph per 100 m^2 GFA.

Accordingly, it is estimated that the traffic generations for the existing industrial building are:

- Weekday daily: [5.11 x 9448/100(GFA)] = 483 vpd;
- Weekday AM peak hour: [0.86 x 9448/100(GFA)] = 81 vph; and,
- Weekday PM peak hour: [0.86 x 9448/100(GFA)] = 81 vph.

5.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed development were estimated in accordance with the *ITE Trip Generation Manual (11th Edition)*.

Accordingly, the trip rates which were used to estimate the proposed development traffic generation are as follows:

Manufacturing (140) – 1000 Sq. Ft. GFA

- Weekday daily: 4.75vpd per 1000sqft GFA/ 0.929 = 5.11vpd/ 100m^2 GFA;
- Weekday AM peak hour: 0.8vph per 1000sqft GFA/ 0.929 = 0.86vph/ 100m^2 GFA; and,
- Weekday PM peak hour: 0.8vph per 1000sqft GFA/ 0.929 = 0.86vph/ 100m^2 GFA.

Accordingly, it is estimated that the traffic generations for the proposed development are:

- Weekday daily: [5.11 x 9274/100 (GFA)] = 474vpd; and,
- Weekday AM peak hour: [0.86 x 9274/100 (GFA)] = 80vph; and,
- Weekday PM peak hour: [0.86 x 9274/100 (GFA)] = 80vph.

Accordingly, it is estimated that the proposed development would generate a total of approximate **474** vehicular trips per regular weekday with about **80** trips during the typical weekday AM peak hour and **80** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

The traffic generation and peak hour split detailed in **Table 1** were based on the directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual:

Table 1. Estimated peak hour trips for the proposed development

Land Uses	Direction	Weekday Daily Traffic		Weekday AM Peak Hour Traffic		Weekday PM Peak Hour Traffic	
Manufacturing	Inbound	50%	237	73%	58	42%	34
	Outbound	50%	237	27%	22	58%	46

5.3 Traffic Impact Comparison

Based on the calculations and assumptions outlined in the previous section, traffic analysis indicates that the net change in traffic generation of the subject site is estimated as:

Weekday AM peak hour: 80 – 81 = -1 vph (decrease)
Weekday PM peak hour: 80 – 81 = -1 vph (decrease)
Weekday daily: 483 – 474 = -9 vpd (decrease)

As evident, the proposed industrial development would generate less traffic than the existing development. The adjacent road network has been accommodating the existing development traffic and therefore it is expected to comfortably accommodate the traffic generation of the proposed industrial development.

5.4 Traffic Flow

Based on the general spatial distribution of the existing road network, the proposed industrial development's traffic distribution adopted for this analysis is as follows:

- 70% of trips to/from the west along Office Road;
- 20% of trips to/from the north along Mandurah Road; and,
- 10% of trip to/from the south along Mandurah Road.

Figure 4 illustrates trip generation and traffic distribution over the local road network for the proposed industrial development**.**

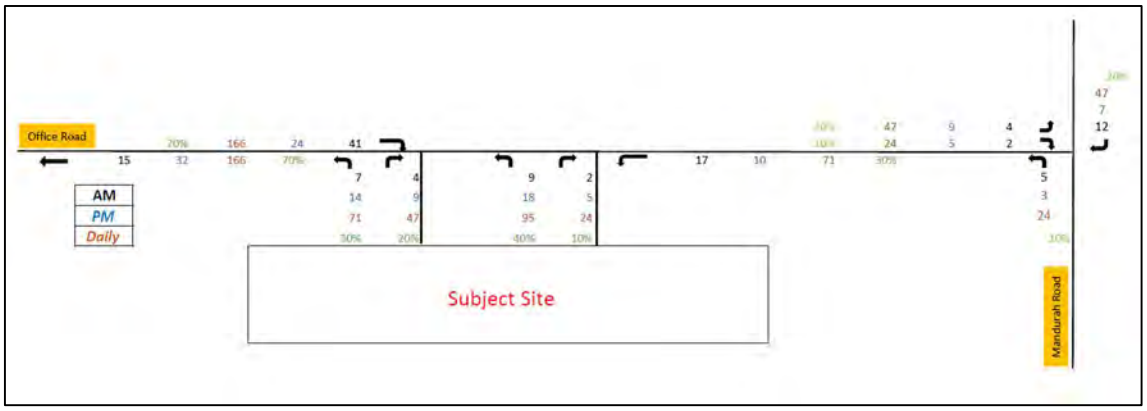


Figure 4: Estimated total daily traffic movements for the subject site

AM Peak Hour / PM Peak Hour / Daily

5.5 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provide guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

As detailed in **Section** Error! Reference source not found., the proposed redevelopment result in a net decrease in traffic generation. Therefore, the impact of the development traffic will not result in any traffic increases to warrant further detailed analysis.

6 Traffic Management on the Frontage Streets

Figure 5 illustrates the road hierarchy of the surrounding roads based on the Main Roads WA *Road Information Mapping System*. As evident, Office Road is classified as a Local Distributor and operates under a speed limit of 70 km/h, while Mandurah Road, is classified as Regional Distributor and operates under a speed limit of 70 km/h, and Patterson Road is classified as a Primary Distributor and operates under a speed limit of 60 km/h in the immediate vicinity as shown in Figure 6.



Figure 5. Main Roads WA Road Information Mapping System Road Hierarchy

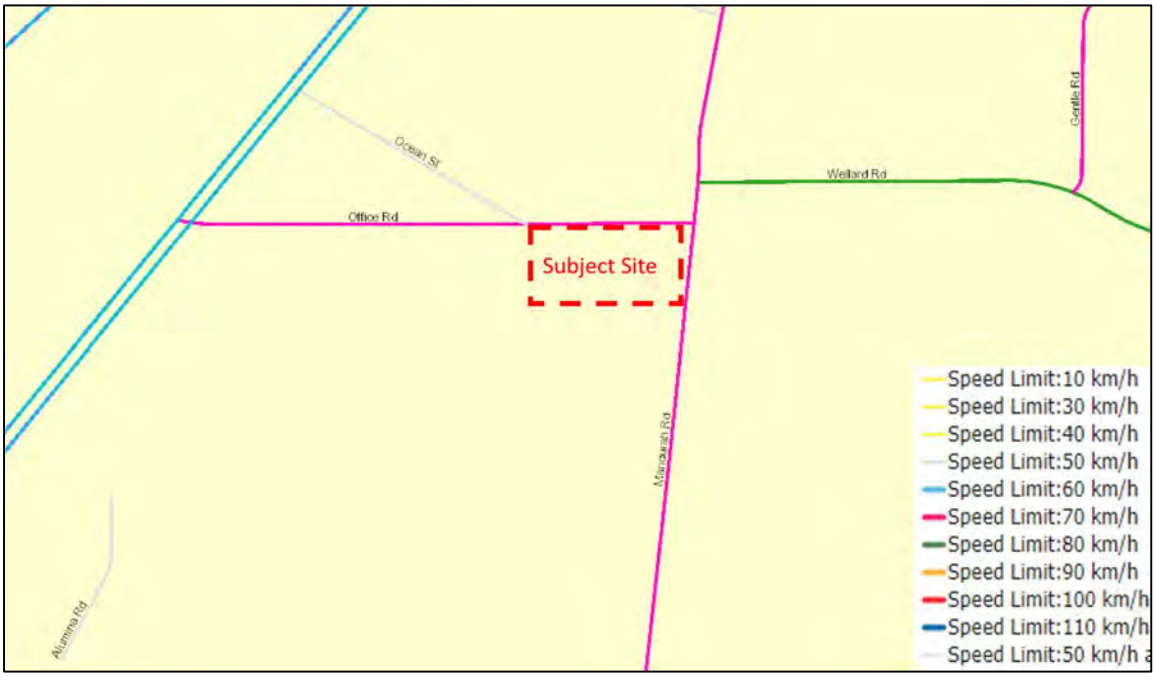


Figure 6. Main Roads WA Road Information Mapping System Speed Data

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 7**.

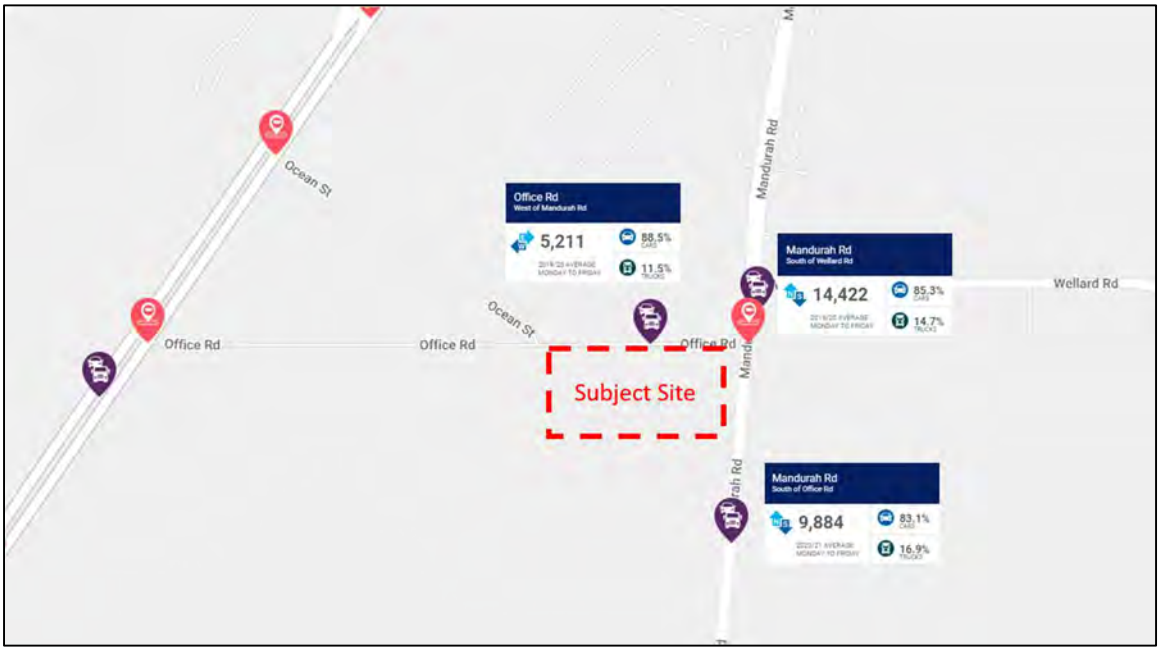


Figure 7. Existing traffic counts on surrounding roads

Office Road, immediate north of the subject site, is constructed as a single carriageway, two-way undivided industrial road with a 7.3 m wide trafficable pavement, as shown in **Figure 8**. Office Road forms a priority-controlled 'T' intersection with Mandurah Road to the east, and priority-controlled "T" intersection with Patterson Street to the west.



Figure 8. East-bound view along Office Road

7 Public Transport Access

As detailed in **Figure 9**, the subject site has limited access to the existing bus services that operate in the vicinity of the site.

The closes available bus services are route 548, which operate along Patterson Road with the nearest bus stop located approximately 850 m walking distance from the site. This bus route provides a direct link to Fremantle Station, Rockingham Station and Rockingham Centre.

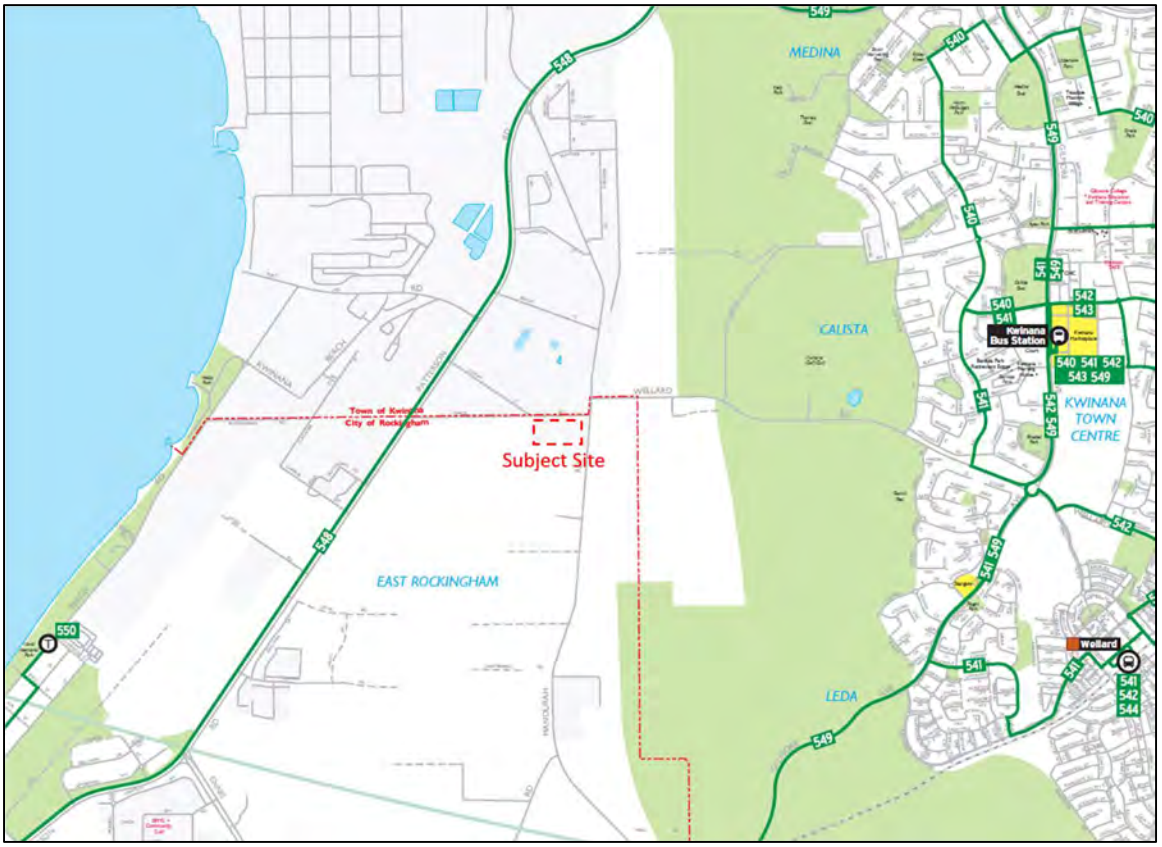


Figure 9. Public transport services (Transperth Maps)

8 Pedestrian Access

There are no pedestrian paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any pedestrian movements due to the nature of the proposed land use and lack of general amenities in the immediate area.

9 Cycle Access

There are no cycle paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any cycle traffic due to the nature of the proposed land use and lack of general amenities in the immediate area.

10 Site Specific Issues

No site-specific issues have been identified within the scope of this assessment for the proposed industrial development.

11 Safety Issues

No safety issues have been identified within the scope of this assessment for the proposed industrial development.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

The subject site is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. A total of total of 49 on-site parking bays in front of the main office, including one ACROD bay, and 137 hardstand bays around the workshop building are proposed to address the parking demand of the proposed industrial development.

It is proposed to remove the existing crossover and construct two new full-movement crossovers to serve the proposed development. Also, as part of the proposed application, a new third crossover is proposed immediately adjacent to the existing crossover.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is lower than the existing land use, and as such, would not have any impact on the surrounding road network.

The largest heavy vehicle which are expected to use the subject site is 27.5 m B-Double. Turn path analysis undertaken for 27.5m trucks confirms satisfactory access, egress and circulation within the subject site.

No transport or road safety issues have been identified for the proposed industrial development.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed industrial development.

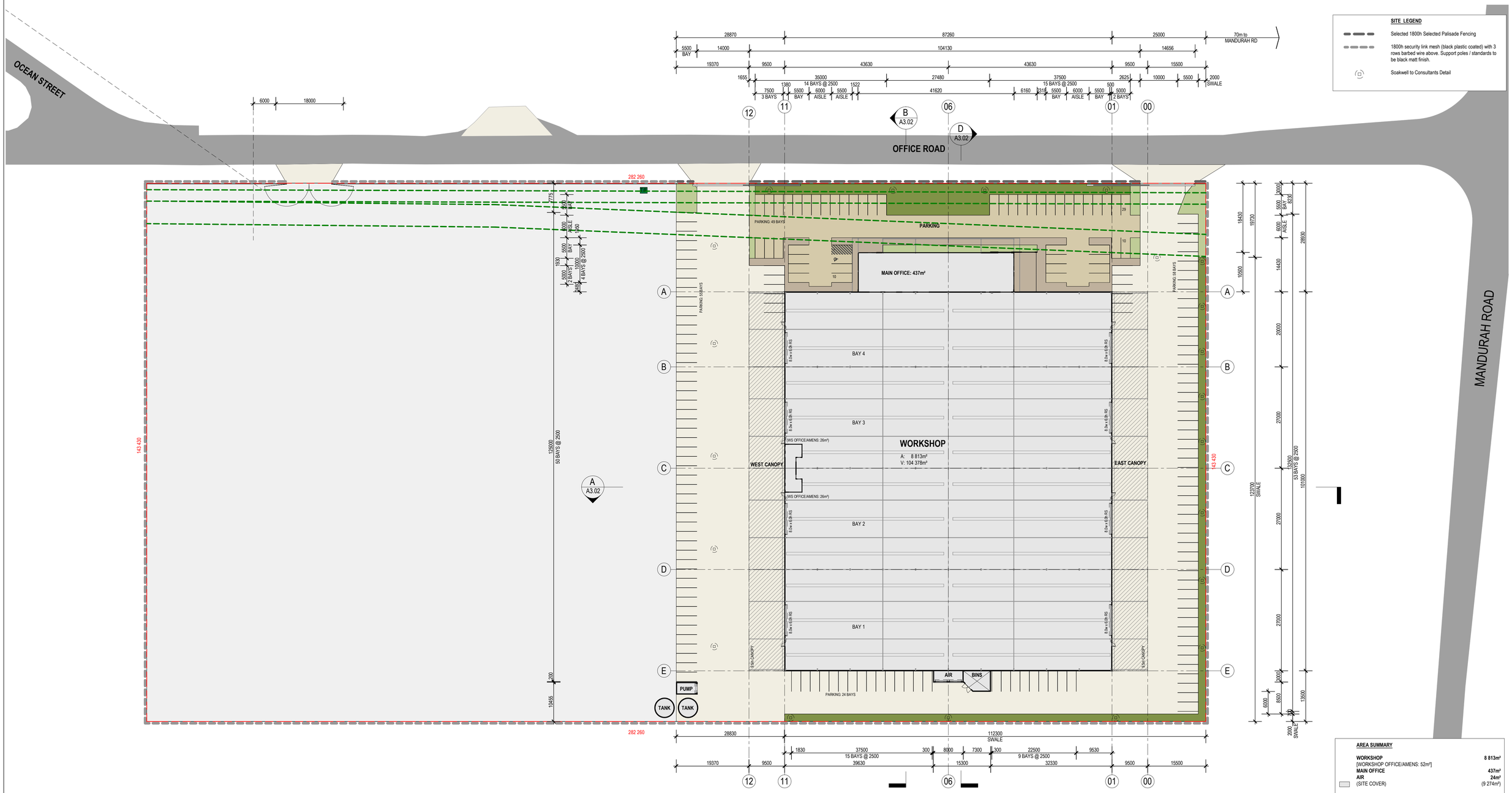
Appendix A

PROPOSED DEVELOPMENT PLAN

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail



AREA SUMMARY

	WORKSHOP	**8 813m²**
	[WORKSHOP OFFICE/AMENS: 52m²]	
	MAIN OFFICE	**437m²**
	AIR	**24m²**
	(SITE COVER)	(9 274m²)
	HARDSTAND: 137 BAYS	**7 926m²**
	(CANOPY)	(1 919m²)
	PARKING: 49 BAYS	**1 468m²**
	TOTAL LANDSCAPE	**1 579m²**
	(LANDSCAPE)	(262m²)
	(LANDSCAPE SWALE)	(919m²)
	(PAVING)	(398m²)
	SITE AREA	**20 247m²**
	FUTURE DEVELOPMENT	20 247m²
	TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 186 BAYS

1 / A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

PRELIMINARY ONLY

TIM MANSER-SMITH
ARCHITECT **PTY LTD**
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P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
O	230320		CLIENT REVIEW / CONSULTANTS

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01**

Rev.: **O**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_O.rvt

Appendix B

TURN PATH ANALYSIS

OFFICE ROAD

MANDURAH ROAD

PARKING: 49 BAYS

PARKING

MAIN OFFICE: 437m²

PARKING: 55 BAYS

PARKING: 58 BAYS

BAY 4

BAY 3

BAY 2

BAY 1

8.0w x 6.0h RS

WORKSHOP

A: 8 813m²

V: 104 378m³

WS OFFICE/AMENS: 26m²

9.5m CANOPY

EAST CANOPY

AIR

BINS

PARKING: 24 BAYS

PUMP

TANK

MRWA 27.5m B-double 15m Radius

Tractor Width	2500	Lock to Lock Time	6.0
Trailer Width	2500	Steering Angle	22.0
Tractor Track	2500	Articulating Angle	70.0
Trailer Track	2500		

60 Office Road, East Rockingham

27.5m B-Double Circulation

Service vehicle Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk01b

21/3/2023

Scale: 1:700 @ A3

transcore

OFFICE ROAD

MANDURAH ROAD

PARKING: 49 BAYS

PARKING

29

10

10

MAIN OFFICE: 437m²

PARKING: 55 BAYS

PARKING: 55 BAYS

8.0m x 6.0h RS

BAY 4

BAY 3

BAY 2

BAY 1

WORKSHOP

A: 8 813m²

V: 104 378m³

(WS OFFICE/AMENS: 26m²)

9.5m CANOPY

9.5m CANOPY

AIR

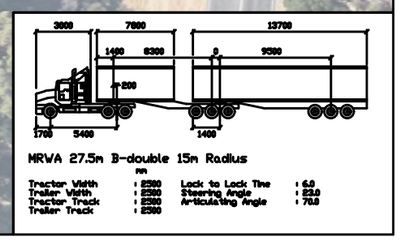
BINS

PUMP

TANK

TANK

PARKING: 24 BAYS



60 Office Road, East Rockingham

27.5m B-Double Circulation

Service vehicle Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk02b

21/3/2023

Scale: 1:700 @ A3

transcore

OFFICE ROAD

MANDURAH ROAD

PARKING: 49 BAYS

PARKING

29

10

10

MAIN OFFICE: 437m²

PARKING: 55 BAYS

PARKING: 58 BAYS

8.0w x 6.0h RS

BAY 4

BAY 3

BAY 2

BAY 1

(WS OFFICE/AMENS: 26m²)

WORKSHOP

A: 8 813m²

V: 104 378m³

WEST CANOPY

EAST CANOPY

9.5m CANOPY

AIR

BINS

PARKING: 24 BAYS

PUMP

TANK

12500

2200 6850

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	6.0
Steering Angle	: 36.7

60 Office Road, East Rockingham

12.5m Service vehicle

Service vehicle Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk06b

21/3/2023

Scale: 1:700 @ A3

transcore

Waste Management Plan Rev: A – March 2023

Waste Management Plan

Office and Workshops
60 Office Rd
East Rockingham
City of Rockingham

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Issued by:

Jake Hickey

State Resource Development Manager

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Introduction

1. Introduction

1.1. Executive Summary, findings, assumptions & recommendations

This Waste Management planning of a commercial site requires many considerations. First of which was the diversion of waste from landfill, as per council bylaws & state government waste strategy targets. Followed by building amenities & their ease of use of the system by guests, occupants, the facility team members, caretakers and visiting guests & contractors.

Based on the new design / yield schedule, the bin storeroom of ~36m2 has enough size to allow for the buildings waste generation, configuration & transfer bin areas have also been introduced in the design within the building at key locations where high levels of waste or odours are generated.

Signage (in text and pictures) for better diversion rates and reduced contamination of waste streams are recommended within all these areas. As well as space for the temporary placement of bulk verge waste within bin store, that is to be removed from store by private appointed waste contractor from within the boundary.

All other typical recommendations regarding bin store designs and drainage considerations are detailed in the Appendixes & drawings attached. If required by Local Government consideration of mechanical ventilation systems could be needed on the bin store to divert odours away from the boundary lines of this property.

Bin store is set behind landscaped area with a dropped kerb at the rear of the carpark to limit visibility from Office Rd. Trucks turning curves dimensions have been provided to Traffic consultant for a Heavy rigid 11m long truck to service the site via the car park entrance and enter / exit in a forward gear, stopping within the boundary line at the rear of the carpark to avoid staff when loading the bins. These dimensions are covered under the indemnity of the Traffic Engineer. Showing a revised turning / reversing bay as detailed in the appendix in the Traffic Impact Statement.

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1.2. Purpose

This Waste Management Plan outlines the correct approach for the management of waste during the initial design, application for local government building approval & the end user / tenant waste generator's processes once the building is complete.

All construction waste, post design approval and the commissioning phases of the building are covered off in a separate waste management plan or perhaps a facilities hand over pack.

1.3. Scope of Plan

This plan details the waste management strategy for the buildings' end users, and includes:

- Environmental protection from contamination by waste, debris or discharges;
- Management of solid environmental contaminants, waste reduction strategies, waste stream segregation (if required) and recycling.
- Allocates adequate space for bin storage & waste management for general & recycled waste.

1.4. Precedence

Where ambiguity is detected between the procedures and requirements in this plan and the design documentation, then the procedures nominated in this Waste Management Plan will take precedence.

1.5. Interface with other Project Plans and Procedures

This plan forms part of an integrated set of environmental documents and should only be read in conjunction with all other project documentation provided by the Developer at Development Approval stage.

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1.6. Project Description

A detailed project scope and description was provided Credentia Construction.

Waste Generation figures at WALGA rates following consideration of the m3 of the active area's floor footprint via drawings & emails provided in March 2023.

- Yield schedule of ~8813m2 (GFA) of warehouse within the building. 437m2 are offices @50L per 100m2 per day for both general and commingled waste streams.

General Waste (Red lid 5x 3m3 large front lift bins twice weekly)

Figures taken from the WALGA waste generation rates with space within the bin store allocation of general waste for the future provision of FOGO bins which are not currently a requirement of planning.

Carboard only Waste (blue lid 1x 3m3 large front lift bins twice weekly)

Note this is not a mandated requirement of local government planning.

Recycled Waste (Yellow lid 4x 3m3 large front lift bins twice weekly)

Figures taken from the WALGA waste generation rates noting allowance for paper and cardboard above.

FOGO (Green lid) 1x240L bin once or twice weekly or as required).

Future proof only as it's not a requirement of a commercial facility to have FOGO bins within store. When waste to energy is next door and provides a better pathway to save GHG emissions.

Landscape (Lime Green waste N/A)

Private landscape contractors if needed. Utes servicing the site will go to local recycling or waste transfer station or nearby waste to energy if contamination is present.

Bulk Hard Waste (moved by private contractor to tip or recycling facility)

By local government contractors or by private contractor under cleaning contract or agreement.

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1.7. Document Control

Amendments to this Waste Management Plan are approved by Instant Waste Management & Planning Development and distributed to all holders of controlled copies by Urbanista Planning or Credentia Construction.

Controlled Copy No.	Date	Name of Recipient	Organisation
WMP Instant Waste Rev: A	21st March 2023	Willie Boylan	Credentia Construction

Uncontrolled copies of this plan may be distributed to the Main Contractor, the project team & maintenance personnel.

These copies are not subject to automatic amendment and the receiver should verify currency of the document.

Revisions to this Plan will be made as required to reflect the current system requirements.

Current Revision Record:

Document Reference	Date	Revision	Description	Pages
WMP – Instant Waste Rev A	21st March 2023	Rev: A	Issued for DA	14

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Waste Management

2. Waste management plan

2.1. Introduction

Waste can affect different aspects of the environment and may cause contamination, impacts on visual amenity and health effects. Waste materials that may be produced on the Project site include:

- Litter including food and drink packaging;
- General Waste from tenants
- Recyclable waste from tenants
- Maintenance works waste
- Office equipment paper, cardboards, etc.; and
- Wastewater – generated by flood events

It is important that all litter and waste generated by maintenance activities is constrained within the project area, using designated bins and waste management procedures. At no time should surrounding premises or environments be impacted by waste from maintenance.

2.2. Recycling

The guiding principle of waste management is to minimise the impact of waste on the environment and the public wherever practicable. The hierarchy of waste management applied is:

a) Avoid – making the waste in the first place – alternative designs & lean procurement systems.
b) Reduce – via prevention or elimination of waste products;
c) Reuse – find a secondary use for the waste product; and
d) Recycle – alternative use for waste product which may include reprocessing of product.
e) Recovery – divert materials away from landfill that can be processed into feedstock for the waste to energy sector.
f) Landfill – control the destination of waste to its' relevant class of landfill site.

Waste products shall be eliminated, prevented and reduced wherever practicable. This shall be achieved through rationalising the number of products onsite, finding alternative products which assist in volume reduction and are recyclable. Other methods to help minimise the generation of waste include:

- Storing maintenance materials safety to avoid damage and loss.
- Regular orders in an "as needed" basis rather than large stock levels of consumables.
- Keeping materials in their packaging for as long as possible to protect them from damage.
- Reuse of materials until no longer fit for purpose.
- Reuse of materials for alternative purposes,
- Finally, the product can be transported offsite for further processing and recycling by the licensed waste contactor.

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Waste Management

2.3. Aspects requiring management

Maintenance processes & large active occupied buildings have the potential to produce a large amount of solid waste; Therefore, it is important to properly design & manage the waste flow. Potential aspects of waste management include:

- Generation of solid wastes, such as plastics, paper and aluminium cans, by tenant may impact the surrounding environment if they are not contained and properly managed;
- Waste not properly contained may attract unwanted feral animals & odours;
- Bin storage designs, their maintenance, access & locations.
    - Volume of waste & recyclables
    - Access to bin storage & transferal to collection point;
    - Frequency of collection
    - Safety of waste operatives & members of the public
    - Truck access to roads & site. (turning curves & bin sizes)
    - Amenity (plant machine noise and waste odours controlled by ventilation)
    - Local Government requirements
    - General waste, generated in the building is transferred to the bin store via the Caretaker or staff.
    - Recycled commingled waste & general waste is deposited in the bins by the occupants in clearly marked bins.

Table for Waste Streams likely to be generated

Waste Stream	Waste generation	No. of weekly collections	Available Footprint in bin ~36m2 store
General Waste	<27,000,000L per week	<5x 3000L twice weekly or as required.	Yes bin store
Commingled Recycling	~27,000L per week	<2 x 660L twice weekly or as required.	Yes bin store
FOGO	N/A (Included above in general if needed)	Captured in general Waste or 1x240L weekly (optional)	Yes for future proofing only Not mandated by City in commercial sites
Paper & Cardboard	Included above in commingled	Captured in the Commingled recycling	Not mandated by the City in commercial sites.
Landscape	TBC	By private contractor	N/A
Bulk	TBC	By private contractor	~ transported to landfill or recycling facility

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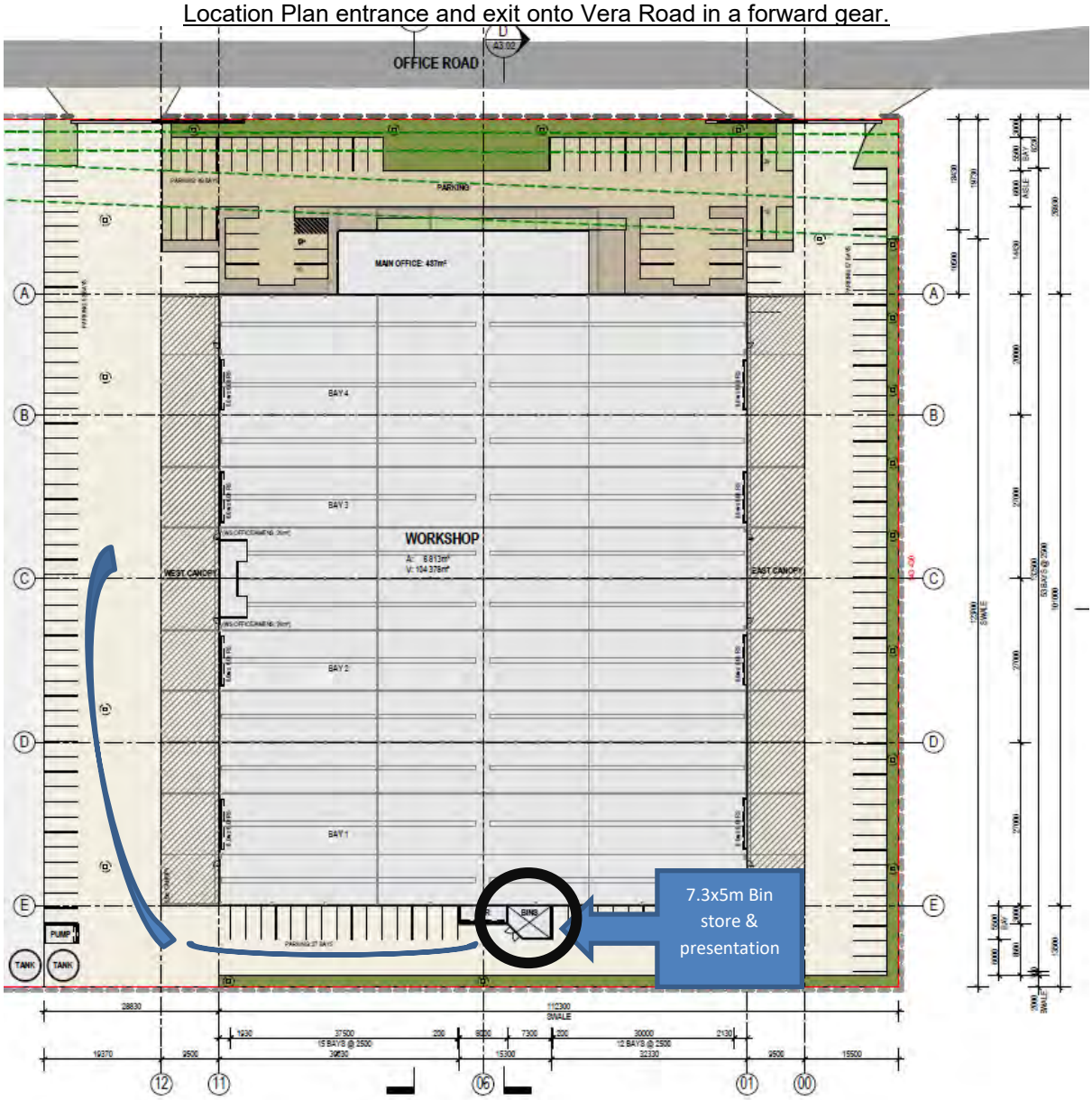
Location Plan entrance and exit onto Vera Road in a forward gear.



Ground Floor Garbage Room for general waste commingled recycling bins & bulk hard verge waste.

NOT TO SCALE: See Traffic Impact Statement for turning curves and recommendations of internal service in car park. Entry and exit is in a forward gear.

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2.4. Objectives, Targets & KPI's

Objective	Target	Key Performance Indicator
Solid and liquid waste to be disposed of as per regulatory requirements.	All waste to be disposed of by a licensed waste contractor. (Private or Council)	Onsite waste disposal facilities kept clean & odour free.
Client aim to maximise landfill diversion	Recycle commingled waste bins used	Commingled bins not contaminated
No waste to affect nearby premises or tenants	Limited complaints relating to waste	No. of complaints relating to waste

2.5. Building Management Actions

Parameter	Action	Timing	Responsibility
Induction	During inductions all maintenance personnel shall be made aware of individual responsibilities in regards to waste management, including the understanding that all personal rubbish and maintenance rubbish generated is to be properly disposed of in designated disposal facilities	Establishment of a permit to work or similar maintenance systems.	All contractors & sub contractors, Building Supervisor
Waste Management Plan	Maintenance subcontractors will be required to comply with the Waste Management Plan for their Scope of Work. Detailing the type of waste generated, waste avoidance / reduction / reuse / recycling strategies if required.	Establishment of landscape contract	Maintenance & landscaping contractors. Building Supervisor
Waste Disposal	Secure appropriate waste disposal facilities (wheelie bins) shall be provided in strategic locations onsite. Waste bins shall be located such that they do not affect the community and not too close to surrounding premises. Separation of waste for recycling will be enforced and monitored at Car Park recycling points.	Occupancy	Building Supervisor
Waste Disposal: Storage & transfer of waste to a collection point	Waste disposal facilities shall be regularly collected or emptied by a licensed waste collector in accordance with Local Council Health Laws.	Occupancy	Building Supervisor
Storage Area design	Where possible a secure storage area allocated for the collection & recycling of waste will be established.	Design	Designer & or Architect
See next page for more parameters			

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Parameter	Action	Timing	Responsibility
Waste Contractors	Licensed contractors shall be engaged to remove waste.	Handover from construction project team to maintenance team	Project Team & Maintenance team
Putrescibles Waste (Organic only bins)	All putrescibles waste to be placed in a lidded bin and removed separately if FOGO becomes a condition of local government in commercial sites.	Occupancy	Building Supervisor
Recycling / Waste Reduction	Recycling initiatives will be investigated and implemented on site if required.	Occupancy	Building Supervisor
Site Maintenance office or Building Supervisors' stores	The site supervisors' office shall implement office waste minimisation techniques: • Reuse methods where possible. • Using electronic documents to reduce use of paper • Purchasing products in bulk to reduce packaging	Establishment	Building Supervisor
Hazardous Waste	Hazardous waste will be managed and disposed of as per the Material Safety Data Sheet requirements and Environmental Protection (Controlled Waste)	End of Defect works (Construction), Maintenance teams & Building Supervisor	Sub Contractors & Building Supervisor
Servicing & cleaning of bin store	Where practicable bin storage plant will be serviced by licenced contactors to reduce the risk of waste onsite and potential for chemicals spills.	Maintenance	Building Supervisor

2.6. Monitoring the Actions of Building users

Type of Monitoring / Reporting	Timing	Responsibility	Record
Measure the diversion from landfill of recycled waste streams	Monthly	Building Supervisor	Internal record keeping
Measure the amount of General waste	Monthly	Building Supervisor	Internal record keeping
On site segregated waste (if required). Appropriate, secure waste placement	Daily	Building Supervisor	Internal record keeping

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Appendix I

Internal waste management:

Separation of waste at point of generation: Recommend that two separate bins to be incorporated into the design of all the changing areas, which should be sufficient to store waste & recyclables generated in each day. Paper /Cardboard packaging &/or FOGO can also be considered if volumes warrant it. (As it's not a mandated design specification by this local government on commercial sites).

Bin store & recycling collection point design considerations:

Size: The size of the area set aside for the management of waste is sufficient to accommodate the number of bins required (based on the compaction ratio and the collection regime provided).

Ventilation and odour: The design of the bin store will provide for adequate natural ventilation through ventilated doors which will be permanent, unobstructed natural ventilation openings direct to the external air, not less than one-twentieth i.e. 5% of the floor area. Due to the nature of this site mechanical ventilation should be considered in design if the space becomes too odorous.

Lighting: Artificial light controlled by switches will be located both outside and inside the room.

Noise: Waste and recyclables will be collected from the waste collection point on the ground level which is not adjacent to ground floor entrance. Consideration should be given to commingled recycled waste, which can be gathered for collection and transferred by the Site Supervisor to the bin store as required. As this stream can be noisy if glass is involved.

Signage: Clear and easy to read "NO STANDING" signs and "DANGER" warning signs for children will be fixed to the external face of each waste and recycling room where appropriate and signage designating the storage of RECYCLABLES will be fixed to the internal wall(s).

Aesthetics: The bin store has been designed within the development and as such will be consistent with the overall aesthetics. The waste collection point is located away from the front or main entrances to the building and avoids setting bins out along the external walls of the building or detracting for safety elements of small children being dropped off at the centre during all hours.

Protection from Fire, theft and vandalism: The bin store is located on the ground level and access will be restricted to only the Site Supervisor and the approved building user & maintenance staff.

Vermin: On the ground floor self-closing double or leaf & a half doors to eliminate access to vermin will be installed. Washing bins and waste storage area: The bin store will have bin-washing facilities including an adequate supply of hot and cold water mixed through a centralised mixing valve with hose cock and have floor drainage installed. The site supervisor will be responsible for washing bins (or contracting the waste and recycling service provider to wash bins) and for maintenance of the bin store. The walls, floors and ceilings of the waste room(s), recycling room(s) and service compartment(s) will be finished with a light colour. Floor drainage will be required.

Distance from service area & truck access: Reasonably level ground, with flat trafficable (bin width) access paths from the bin store to the presentation point are required. The collection point needs enough free-standing space for all bins behind the truck and should be as close by to the building as possible to shield empty bins from heavy winds during collection and return to bin store by driver or presentation by caretaker, staff. No high kerbs blocking pathways to bin truck and bin store.

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Appendix II

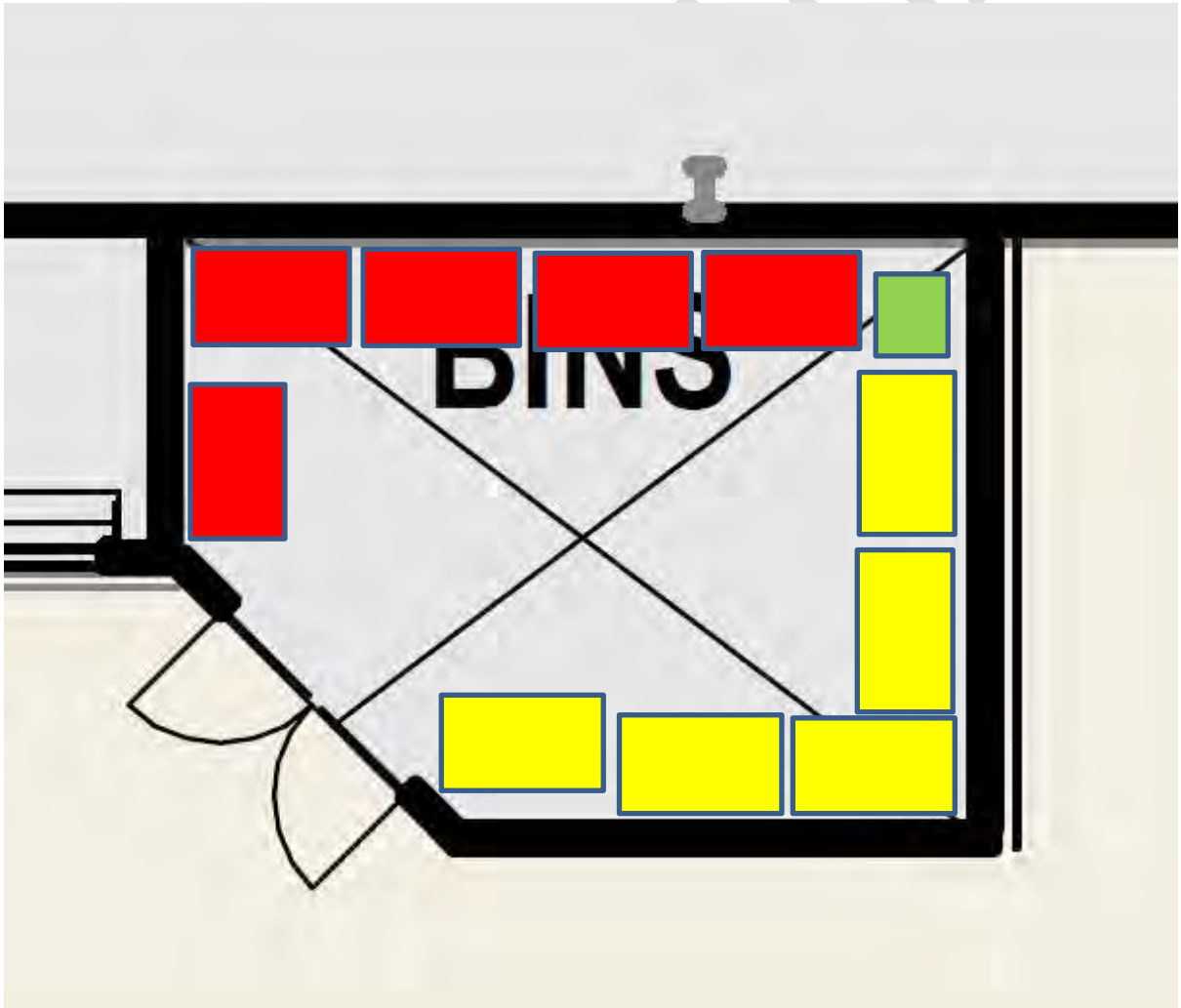
Capacity	120L	240L	660L	1100L
Depth	0.620m	0.715m	0.765m	1.070m
Width	0.540m	0.580m	1.360m	1.360m
Height	0.920m	1.075m	1.235m	1.485m

Further bin type sizes and truck turning curves can be provided on request.
A full Traffic Management plan is to be provided by others.

36m2 Bin store. Which is plenty of space for 10x3,000L bins and a 240L FOGO or a 3m3L paper and cardboard (the last two options for 240L bin sizes are not mandated by the City in its design guidelines although this service is now available to commercial sites).

Water tap and a floor drain are both in the design but not shown on this drawing.

Red =General waste, Yellow = Commingled recycling, Green = FOGO



Not to scale

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Appendix III

Relevant documents:

- Drawings issued in March 2023 showing bin store for potential private collection within boundary line by 611m long truck (turning curves available from Traffic consultant on demand). staff will collect and return bins to bin store after truck pulls up within car park and uses pathed flat area from bin store to presentation at back of truck. Bins returned by driver or site caretaker, staff to the bin store after collection.
- Traffic Impact Statement provided by others.
- Specification of internal under counter or open plan litter bins & bin transfer areas to be developed by the design team at later stage for operational waste.
- Typical truck data flyers & bin sizes available on website & provided by waste contractor showing typical bin sizes used by commercial sites for removal of waste.
- Waste generations figures used from the WALGA waste guidelines.
- Waste generation figures emailed to design team for consideration in March 2023.

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Disclaimer:

The information contained in this entire Waste Management Plan & the attached documents are provided by Instant Waste Management in good faith. The company believes the information to be accurate and current at the date of publication. The company does not guarantee or warrant the accuracy, completeness or currency of the information provided. All care and no responsibility has been taken by Instant Waste Management in the creation of this Waste Management Plan. No Professional liability can be passed onto the author.

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SLR Consulting Australia Pty Ltd
Level 1, 500 Hay Street, Subiaco, WA, Australia, 6008

May 19, 2023

Attention: [redacted]

SLR Project No.: 675.VX5954.00000

RE: 60 Office Road East Rockingham
Assessment of tenant proposal re Part V Regs EP Act

Overview

[redacted] is considering leasing premises at 60 Office Road, East Rockingham to [redacted] for the purpose of constructing and operating a facility. Land zoning requirements dictate that the premises be used for activities that are prescribed under Schedule 1 of the ***Environmental Protection Regulations 1987*** (EP Regs) and hence regulated under Part V of the ***Environmental Protection Act 1986*** (EP Act). The City of Rockingham requires confirmation that this is the case for the purpose of a Development Approval. [redacted] has requested that SLR provide a review of [redacted] proposed activities and determine whether the premises would require licencing under Part v of the EP Act.

Prescribed Activities

SLR undertook a review of the activities planned to be undertaken on the premises that included a review of the chemicals to be imported and stored on the site, and the uses that they would be put to on the premises. Based on the information provided to SLR by [redacted], the categories outlined in Table 1 would apply to the activities proposed to be undertaken at the premises. We understand that facilities will be established on a staggered basis as demand for the products increases through time.

Table 1: Prescribed Activities proposed at 60 Office Road, East Rockingham

Category	Description	Production capacity	Proposal
48A	Metal finishing: premises on which iron or steel is galvanized	Not applicable	Future scope
73	Bulk storage of chemicals etc.: premises on which acids, alkalis or chemicals that — (a) contain at least one carbon to carbon bond; and (b) are liquid at STP (standard temperature and pressure), are stored.	1 000 m^3 in aggregate	1 000 m^3 bunded storage facility
81	Metal coating: premises on which metal products (excluding vehicles) are spray painted, powder coated or enamelled	1,000 L or more per year (paint or powder)	Paint booth facility to paint steel bolt materials

Given the above we consider that the occupier of the premises would require a Works Approval to construct the facility and either a Licence or Registration (depending on the applicable categories) to operate would apply.

Prescribed premises are those with the potential to cause emissions and discharges to air, land or water and trigger regulation under the EP Act. The prescribed activities provided in the above table are described in Part 2 of Schedule 1 and are considered low risk. Potential environmental discharges include dust, contaminated stormwater, and spills, all of which will be appropriately managed through proper facility design. A works approval will only be granted when sufficient information is provided as to how potential emissions and discharges will be managed. Management will include containment structures that allow the collection and appropriate disposal of wastes.

Closure

We hope that the above meets your requirements. We are available to answer any questions you may.

Regards,

SLR Consulting Australia Pty Ltd



Scott Bird, Technical Director
Growth Lead, Land Quality & Remediation
sbird@slrconsulting.com

Our Ref: 20.2023.62.1 – D23/155472

Your Ref:

Enquiries to: Mr Chris Parlane

27th July 2023

Ms Daniella Mrdja
Urbanista Town Planning
231 Bulwer Street
PERTH WA 6000

Email: daniella@urbanistaplanning.com.au

Dear Ms Mrdja

Re: Request for Further Information - Joint Development Assessment Panel Application - Proposed Industrial Workshop / Warehouse and Office - Lot 1728 (No.60) Office Road, East Rockingham

I refer to your Development Application seeking approval for the above.

The City has completed a review of the proposal and has determined that the following additional information is required to complete the assessment. The information is requested in accordance with clause 65A(1) of *the Planning and Development (Local Planning Schemes) Regulations 2015*.

As per subclause (3), the information is requested to be provided by the **17th August 2023**. Further, in accordance with clause 65B can you please confirm whether the applicant agrees or refuses this request for additional information within **7 days** of this letter.

Vehicle Access Points:

The Transport Impact Statement (TIS) states that three full movement vehicle access points are proposed for the site onto Office Road. It is also noted that the development plans and TIS are inconsistent in the location of proposed crossovers.

The TIS indicates the intention to move the existing vehicle access point to the west for a future development and create two (2) additional vehicle access points centrally and to the east along the road frontage, with the current development proposal utilising the central and eastern crossovers.

Consistent with the principle of minimising vehicle access points to regional roads outlined in the WAPC's *Development Control Policy No.5.1 Policy Regional Roads (Vehicular Access)* the City and the Department of Planning, Lands and Heritage support two (2), not three (3), vehicle access points to Lot 1728 for both the current and any future development of the land. It is considered there is potentially scope for the central vehicle access point to be utilised to provide for vehicle access to a future development of the western portion of the subject site by way of right of way easement arrangement.

In light of the above, please confirm the approach to the access arrangements and provide further justification, should it be intended to proceed with the application on the basis of three (3) vehicle access points instead of two (2).

Finally, the wing of the eastern most crossover is shown on the site plan encroaching in front of the adjacent lot. This may restrict the location of a potential future vehicle crossover for the adjacent lot and is not supported. Crossovers will need to be designed in accordance with the City's specification for the construction of commercial crossovers. Please liaise with the City's Technical Services department for the construction details.

Turning Pockets:

Office Road is a single carriageway, two-way undivided road with a 7.3m wide carriageway north of the site. According to the TIS the proposed development will generate approximately:

- 474 vehicles per day;
- 80 vehicles per hour in the AM and PM peak periods.

For traffic safety reasons and in order to avoid traffic queuing on Office Road to allow development traffic to enter the subject site, the City as well as the City of Kwinana consider that an Auxiliary Right Turn (AUR) treatment is required on Office Road at the proposed vehicle access points.

Please provide an amended Site Plan and TIS showing turning pockets designed in accordance with Austroads' *Guide to Traffic Management Part 6 (Intersections, Interchanges and Crossings)*. The Amended Site Plan must demonstrate how the right turning pocket can be accommodated within the existing Office Road reservation.

Traffic Generation:

Section 5.2 of the TIS mentioned that "*The traffic generation and peak hour split detailed in Table 1 were based on the directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual*". Please provide an extract for this information, the City does not have access to ITE *Trip Generation Manual (11th Edition)*.

Figure 4 suggests that there is no right turn movements for "Crossover 3" and no left turning movements for "Crossover 2". Was it assumed that staff / visitors would be using the closest vehicular access when entering the site?

Swept Path Analysis:

The TIS includes swept path analysis plans for 27.5m long B-Double trucks. The City has traffic safety concerns about the 'swept path' movements of B-Double trucks shown entering and leaving the site without remaining lane correct given the anticipated traffic volumes and existing traffic volumes using Office Road.

Please provide amended swept path diagrams showing lane correct B-Double movements and amend the site if necessary to achieve this.

Landscape Strip:

The proposed 3m-8.5m width of the landscape strip adjacent to the street boundary is inadequate in its current form to provide an effective street interface for the development. The City's *LPP 3.3.8 East Rockingham Industrial Zones* provides the necessary guidance.

As discussed below there may be scope to reduce onsite car parking provision for this development, and in doing so by removing the car bays immediately behind the landscape strip there is scope to widen the landscaping to 10m wide and thus comply with LPP3.3.8.

Please submit an amended site plan and landscape plan accordingly.

Onsite Car Parking:

The application proposed 186 car parking bays for a total of 40 employees and any visitors, which appears an over provision of onsite car parking.

As an alternative it is considered reasonable to calculate the parking requirement based on the number of staff and visitors, thus allowing for a more appropriate reduced level of onsite car parking while at the same time enabling the landscape strip adjoining the street boundary to be widened to a full 10m in compliance with LPP3.3.8.

Please review and provide an amended site plan, and provide clarification of anticipated visitor numbers to enable a required number of car parking bays to be calculated.

Summary of Submissions:

The City invites the applicant to provide responses to the comments received from the relevant agencies to date, for inclusion in the reporting. Please refer to the attached Summary of Submission Table, complete and return.

There were no public submissions received on this development application.

The City will provide you any DWER and DFES comments in due course, if received.

Advice to Applicant:

The City wishes to provide the applicant with the following technical advice to assist the review of the design.

Traffic Advice:

- The City of Kwinana (CoK) submission suggested that the intersection of Office Road and Mandurah Road is preforming optimally during peak hours. As such CoK recommended the proposed crossover centrally on the site is converted to 'entry only' and the crossover to the east of the site be 'exit only'. Please consider the benefits of restricting vehicle access and amend the proposal accordingly. The City has no objection in principal to such a proposal and is open to discussing this further.
- The TIS discusses existing traffic generation (section 5.1) which is used in a trip impact comparison (Section 6.3). The City has no information about the previous land use and the site appears to not have been used since 2020 (according to aerial photography). Further information explaining the historical use of the property would be of benefit.
- The areas used for vehicle movements and parking have not been designed in accordance with AS2890:
    - AS2890.1 requires that if the parking aisle length exceeds 100m then means to control vehicular speed is required (eg. speed hump). All parking aisles exceeds 100m in length and therefore means to control vehicular speed is required in accordance with AS2890.1.

- AS2890.1 requires that if one side of the parking bay has a vertical obstruction (i.e. higher than 0.15m or the wall for the pump in this particular case) that restricts door opening then the car parking width shall be increased by 0.3m (i.e. total of 2.8m). The proposed pump located at the southern boundary is considered to be a vertical obstruction and therefore the car parking bay located directly adjacent is required to be widened by at least 0.3m.
- AS2890.1 (Figure 5.2) provides details regarding the design envelope around a parked car that is required to be clear of any vertical obstructions. The proposed hydrant (i.e. considered to be a vertical obstruction in this particular case) is located within this design vehicle envelope and therefore does not conform to AS2890.1.

Landscape Advice:

- Regarding the Landscape Plan submitted, it is recommended that the proposed 'Shrubs and Groundcovers' list is reduced somewhat to include a max of three (3) of each (three (3) groundcovers, three (3) strappy plants, three (3) shrubs). Given the linear, and narrow areas of landscaping proposed, en-mass planting of the same species will have a greater visual impact than a large variety of species.
- Proposed '*Leucophyta brownii'* does not have a history of performing well long term within the City. It is recommended that this specie is removed from the list.
- It is acknowledged that a small area of planting has been provided within the verge area underneath existing trees to be retained. It is recommended that the applicant considers providing additional areas of planting and trees within the verge area to continue the 'pattern'.
- Plants in the schedule indicated as 'Bio Filter Plants' to be reduced to three (3) plants per meter square.
- Existing trees (noted to either be removed or retained) have been identified on the northern lot boundary only. Please indicate trees (if any) on the southern boundary of the site on the landscape plan, either to be removed or retained.
- Shade trees should be provided within the parking areas at a rate of one (1) tree per four (4) parking bay.
- It is the City's recommendation that the areas between the back of the kerb and lot boundary is maintained as irrigated turf with feature / existing verge trees. Vehicular site lines and underground services to be considered for placement of the trees.
- All landscaping is to comply with the APZ requirements as listed in the Bushfire Management Plan.

Urban Water Advice:

- As per the requirements of *Planning Policy 3.4.3 – Urban Water* and *DWER's decision process for stormwater management*, the development should include Water Sensitive Urban Design (WSUD) elements to treat the first 15mm of rainfall runoff from trafficable areas. WSUD elements can include rain gardens, bioretention swales or tree pits.
- The City would highly recommend reviewing the Busselton Foreshore development for inspiration on WSUD elements within trafficable spaces (see below).




Examples of flush kerbed rain gardens to receive first flush run-off from hardstand areas

- Stormwater runoff up to 1% AEP storm events should be retained and managed within the development by infiltration using soakwellls or other underground infiltration devices.

Finally, please ensure that the supporting technical reports are updated to reflect any design or operational changes to the application and align accordingly.

The City considers further discussions may be beneficial to progressing this development application, and is happy to meet, should you wish to do so.

Should you have any questions in relation to this matter, please do not hesitate to contact Mr Chris Parlane on 9528 0305 or via Chris.Parlane@rockingham.wa.gov.au.

Yours faithfully

DAVID BANOVIC
SENIOR PROJECTS OFFICER

URBANISTA
TOWN PLANNING

21 August 2023

Mr David Banovic
Senior Projects Officer
City of Rockingham
david.banovic@rockingham.wa.gov.au

Dear Mr Banovic,

NO. 60 (LOT 1728) OFFICE ROAD, EAST ROCKINGHAM
RESPONSE TO THE CITY'S REQUEST FOR INFORMATION (RFI)

I refer to the City's request for further information provided on 27 July 2023 as well as the referral responses provided by various external agencies. The following information provides a response to the matters raised.

CITY OF ROCKINGHAM

Vehicle Access Points

Amended plans have been prepared which amends the external layout and function of the site. The original plans lodged with the application illustrated the need for two crossovers for the eastern half of the site, with car bays located along the eastern and southern and central internal boundary. However, the amended plans alter the function of the internal vehicle movements by removing all the parking on the sides of the building and providing a central crossover and access point. This central access point will be common to the proposed development and a future development on the western side of the site, therefore consolidating vehicle access points to the site.

With respect to the number of crossovers, the applicant submits that this is appropriate to allow trucks to enter through one crossover and exit through the other crossover. These 'one-way' movements remove the need for trucks to turn or reverse within the site, creating a safer and more functional environment.

In regards to the third (western) crossover, it is expected that this crossover will be utilised by a future development on the western side of the lot, much like the proposed eastern crossover. Whilst it is noted that this crossover will not be used by the proposed development, this crossover is existing and remains in situ. It would be unreasonable to require our client to remove this crossover and reinstate the verge, when it is expected that this will be used by a future development.

In regards to the wing of the eastern crossover, this has been amended based on the advice of the applicant's traffic consultants in liaison with the City's Technical Services Department.

Turning Pockets

Based on the number of vehicles generated per day, the City's RFI requested that a right turning pocket be provided in the Office Road road reservation. Upon further review of the trip generation numbers provided in the original TIS, the applicant notes that these numbers are extremely inflated and do not represent the expected numbers for the proposed land use. Further, it is noted that the numbers provided, do not break down the type of vehicles. For example, it is less likely that a standard car would create traffic queuing as a car can turn right in a much faster and smaller motion, than a double loaded truck. In light of this, the applicant's updated TIS provides more realistic vehicle trip generation numbers and vehicle types.

This amended/additional information concludes that the proposed development does not meet the threshold to provide a right turning pocket within Office Road.

Swept Path Analysis

The updated TIS provides updated swept paths that are lane correct.

Landscape Plan

The City's LPP3.3.8 requires a 10m landscaping strip from the street boundary.

The original and proposed plans illustrate a frontage of 141m and 112m with the exclusion of the crossovers and driveways. This represents an area of 1120sqm required to be landscaped in the front setback area.

The original plans proposed a 3m landscaping strip with a 150sqm landscape area centrally located in front of the proposed building and an additional 75sqm of landscaping adjacent to the crossovers. This represents a total of 560sqm of landscaping within the street setback area. The original plans included the planting of 23 new trees on site.

The amended plans illustrate a 5m landscaping strip with an additional 5.5m of landscaping and car parking in a 'hit and miss' design. The proposed plans include 560sqm of landscaping within the front landscaping strip and an additional 300sqm of landscaping between the first row of car bays and within the north-western corner of the site. In addition, the amended proposed provides further landscaped areas within the front car park. The amended plans propose the planting of 36 new trees and allow for a significant tree that currently exists on the site, to be retained.

The proposed amended plans represent a significant increase in the landscaped areas and number of trees on the site and illustrate a meaningful landscape proposal and design.

Car Parking

The plans have been amended to remove all the car parking along the sides and rear of the building. These car bays are simply not required by the prospective tenant and would represent a gross oversupply of parking. Notwithstanding, if in the future additional bays are required, parts of the side and rear setback areas could be utilised for additional bays.

CONCLUSION

I trust this further additional information is now to the satisfaction of the City, however should you have any questions in relation to the details provided in this submission, please contact the undersigned on 6444 9171 or daniella@urbanistaplanning.com.au.

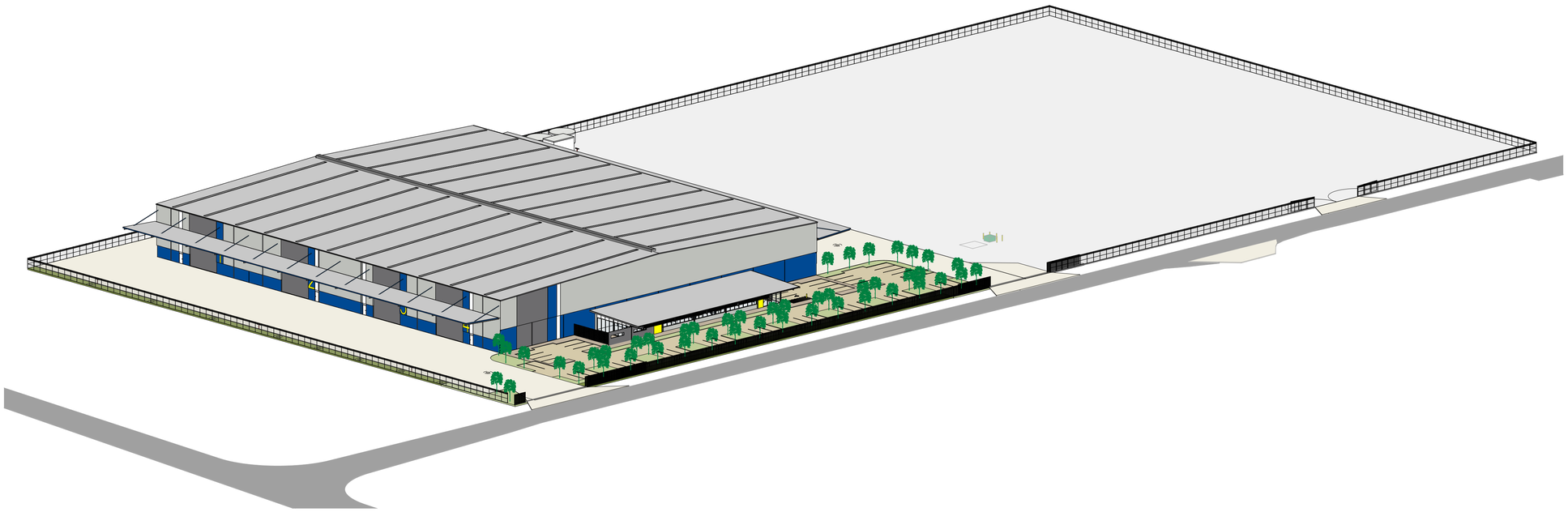
Yours sincerely,



Daniella Mrdja | **Director**

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

SPECIAL INDUSTRIAL DEVELOPMENT
Lot 1728 (No 60) Office Road
EAST ROCKINGHAM WA
for
Lupomar Pty Ltd



VIEW LOOKING SOUTH WEST

DRAWING LIST

Drawing No	Drawing Name	Revision	Revision Date	Revision Description
A0.00	COVER SHEET	U	230810	PARKING
A1.01	LOCATION PLAN	U	230810	PARKING
A1.02	LOCALITY PLAN	U	230810	PARKING
A1.03	SITE PLAN - EXISTING	U	230810	PARKING
A2.00	SITE PLAN - DEMOLITION	U	230810	PARKING
A2.01	SITE PLAN - PROPOSED	U	230810	PARKING
A2.02	SITE PLAN - SURVEY	U	230810	PARKING
A2.03	FLOOR PLAN	U	230810	PARKING
A2.04	ROOF PLAN	U	230810	PARKING
A3.01	ELEVATIONS	U	230810	PARKING
A3.02	SECTIONS	U	230810	PARKING
A4.01	MAIN OFFICE - PLANS	U	230810	PARKING
A4.02	MAIN OFFICE - ELEVATIONS	U	230810	PARKING

TIM MANSER-SMITH
ARCHITECT **PTY LTD**
T: 0430 073 705 E: tmsarchitect@westnet.com.au
P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **COVER SHEET**

Project Number: **2223027**

Drawing No.: **A0.00** Rev.: **U**

Reduction 25mm on A1 | Scale | Date **February 2023** | Drawn **TMS** | Checked -

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GENERAL NOTES
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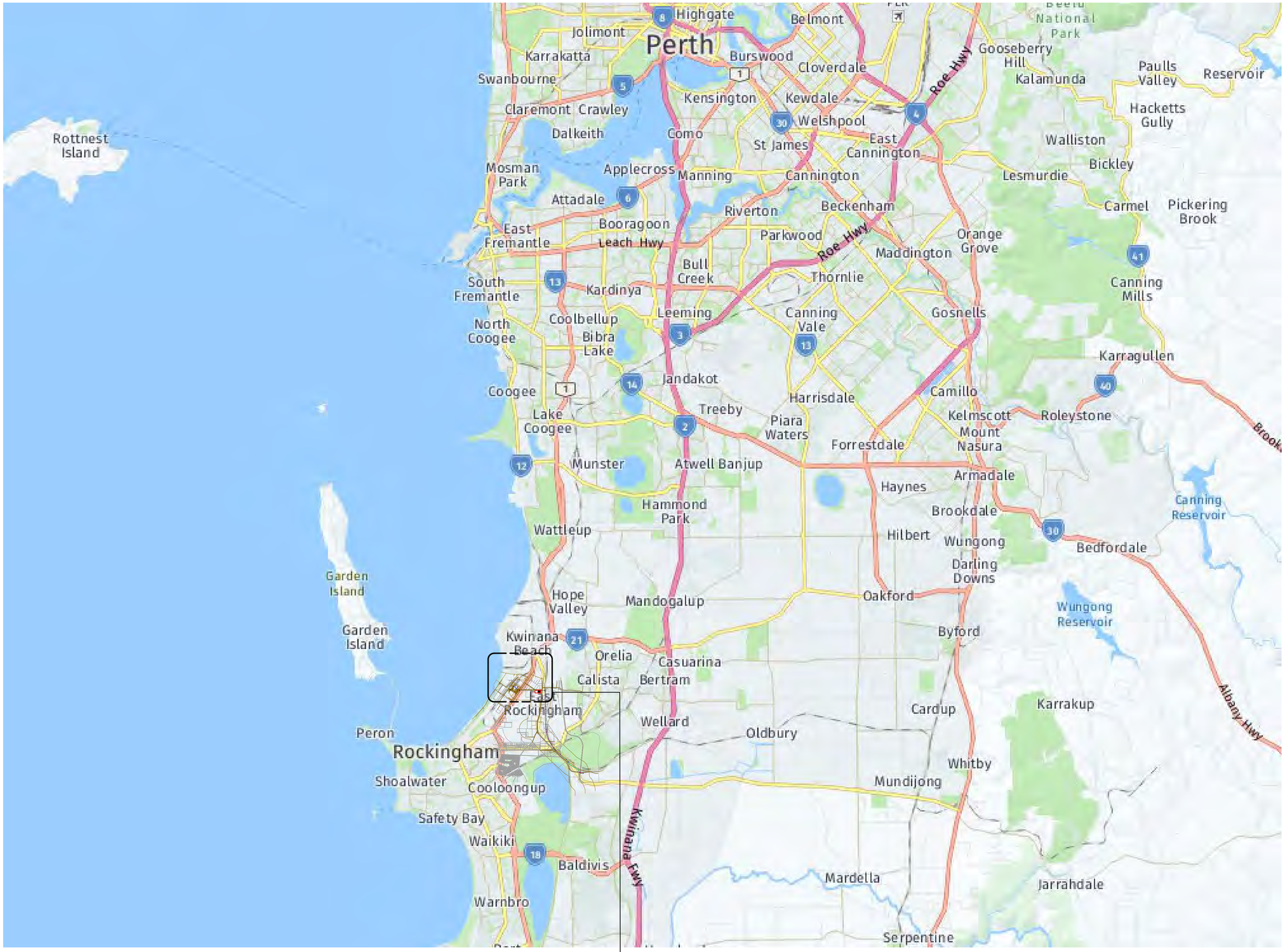
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION



1 / A1.02 LOCALITY PLAN

LOCATION PLAN
SCALE: 1 : 100000
1000 0 1000 2000 3000 4000 5000 m

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCATION PLAN

Project Number **2223027**

Drawng No. **A1.01**

Rev. **U**

Reduction 25mm on A1 | Scale **1 : 100000** | Date **February 2023** | Drawn **TMS** | Checked -

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1 / A1.01 LOCALITY PLAN
SCALE: 1 : 5000

50 0 50 100 150 200 250
m

X / A1.03 SITE PLAN - EXISTING
D / A2.00 SITE PLAN - DEMOLITION
1 / A2.01 SITE PLAN - PROPOSED
1 / A2.02 SITE PLAN - SURVEY

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Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **LOCALITY PLAN**

Project Number: **2223027**

Drawing No.: **A1.02**

Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 5000** | Date **February 2023** | Drawn **TMS** | Checked -

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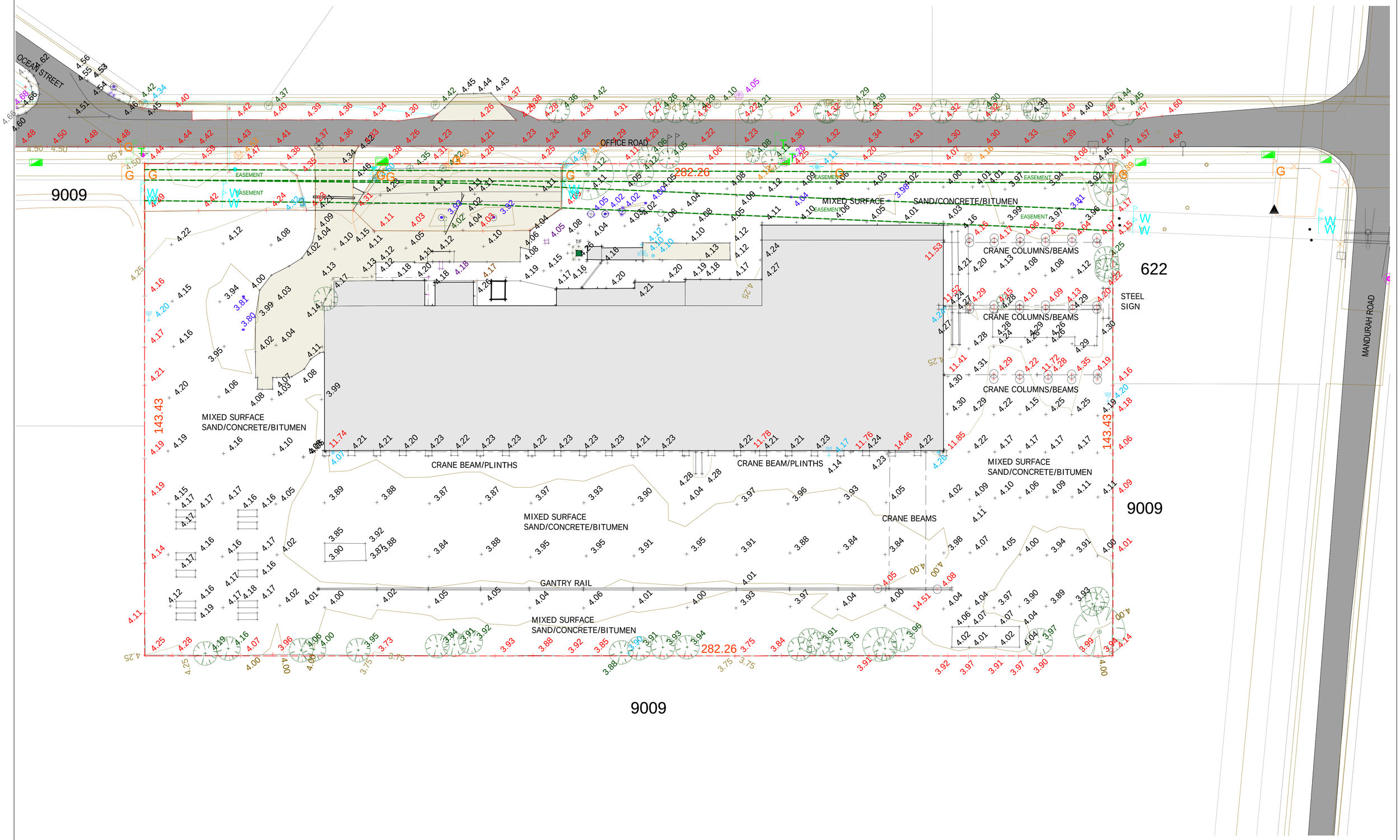

X A1.02 SITE PLAN - EXISTING
SCALE: 1 : 500

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Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - EXISTING

Project Number: 2223027

Drawing No.: A1.03

Rev.: U

Reduction 25mm on A1 | Scale 1 : 500 | Date February 2023 | Drawn TMS | Checked -

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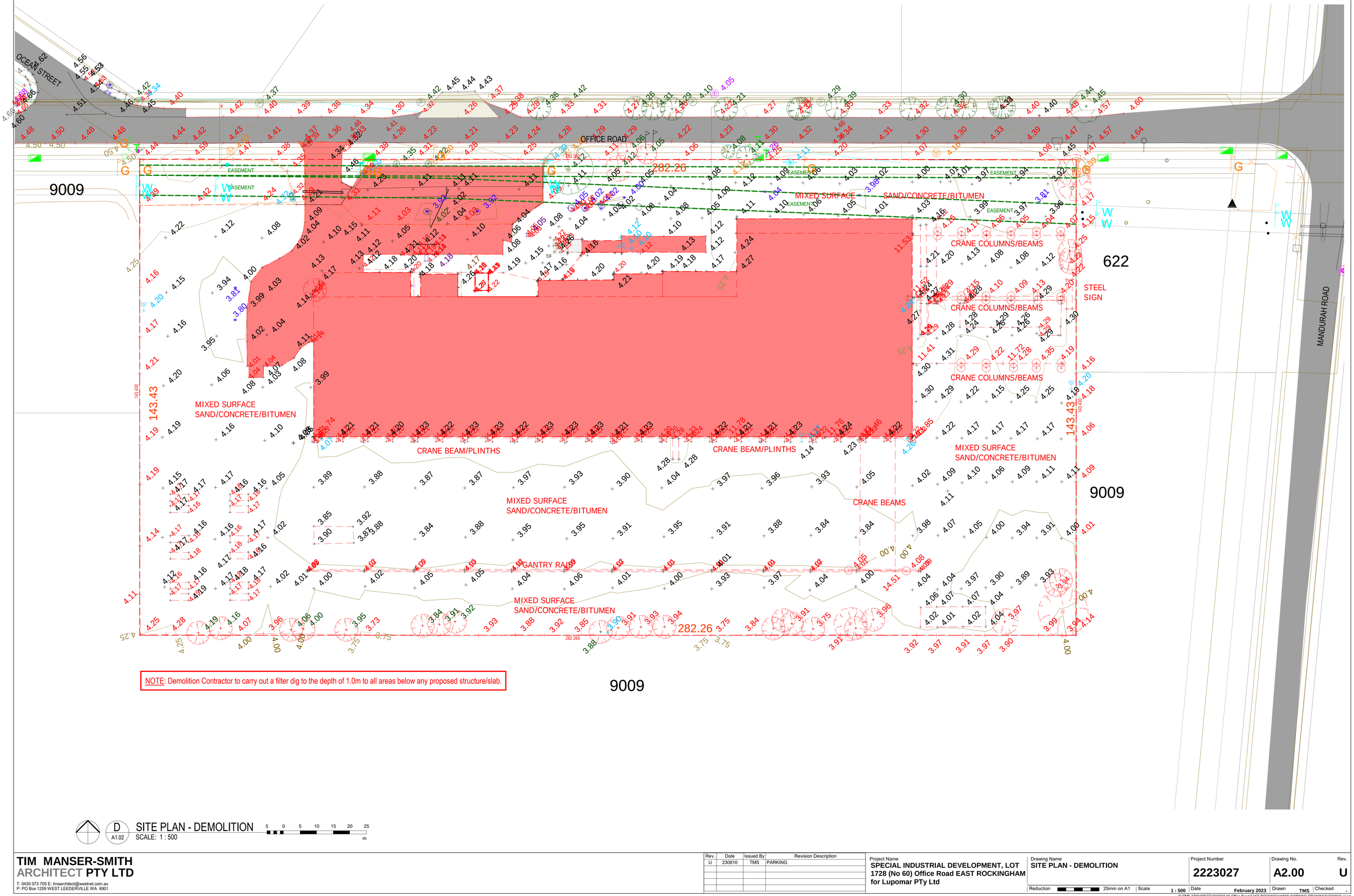

NOTE: Demolition Contractor to carry out a filter dig to the depth of 1.0m to all areas below any proposed structure/slab.

D / A1.02 SITE PLAN - DEMOLITION
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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Drawing Name: **SITE PLAN - DEMOLITION**

Project Number: **2223027**

Drawing No.: **A2.00**

Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 500** | Date **February 2023** | Drawn **TMS** | Checked -

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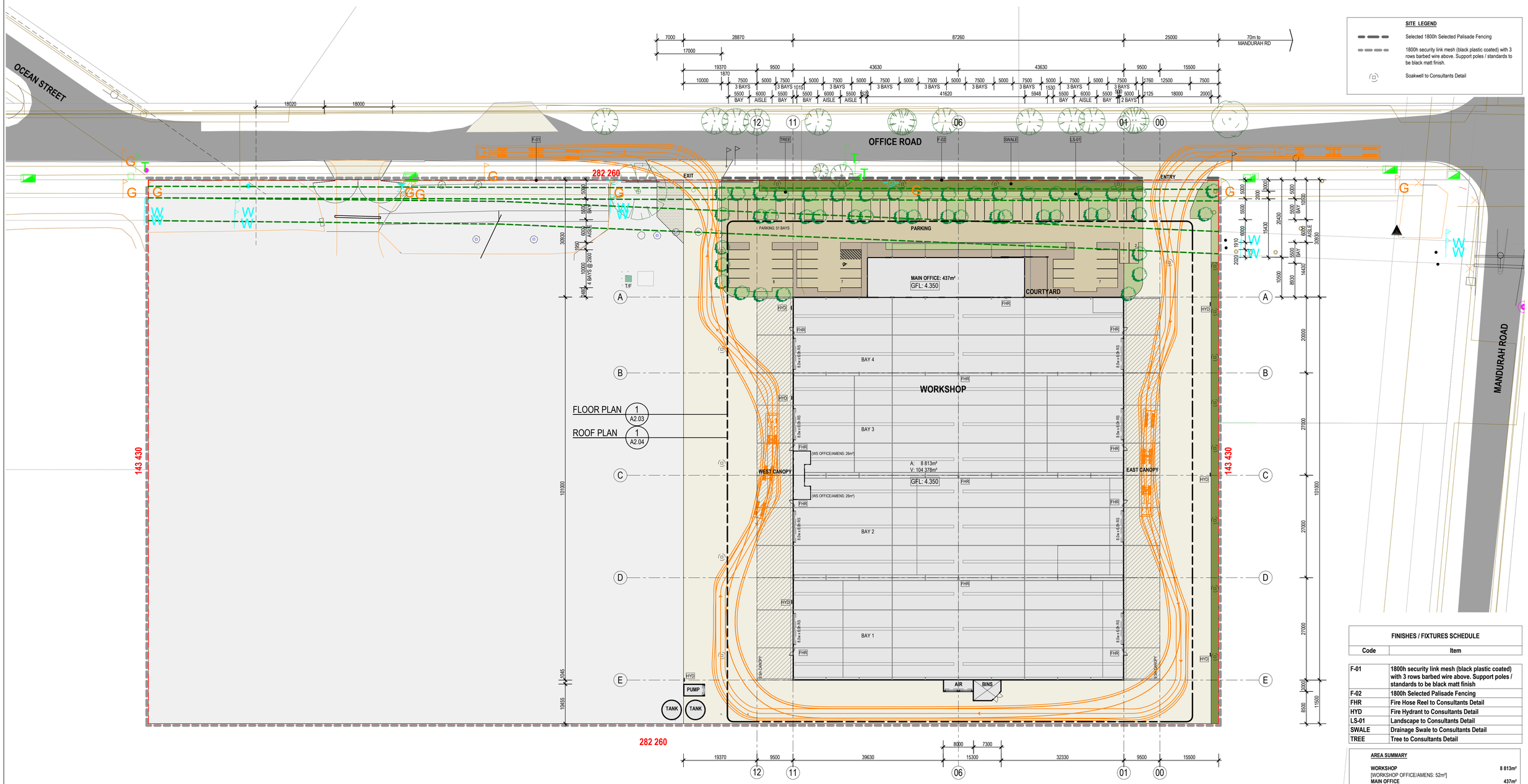
SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail



1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

FINISHES / FIXTURES SCHEDULE	
Code	**Item**
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	**8 813m²**
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	**437m²**
AIR	**24m²**
(SITE COVER)	(9 274m²)
HARDSTAND	**7 643m²**
(CANOPY)	(1 919m²)
PARKING: 51 BAYS	**1 616m²**
TOTAL LANDSCAPE	**1 714m²**
(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	**20 247m²**
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 52 BAYS

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U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01** Rev.: **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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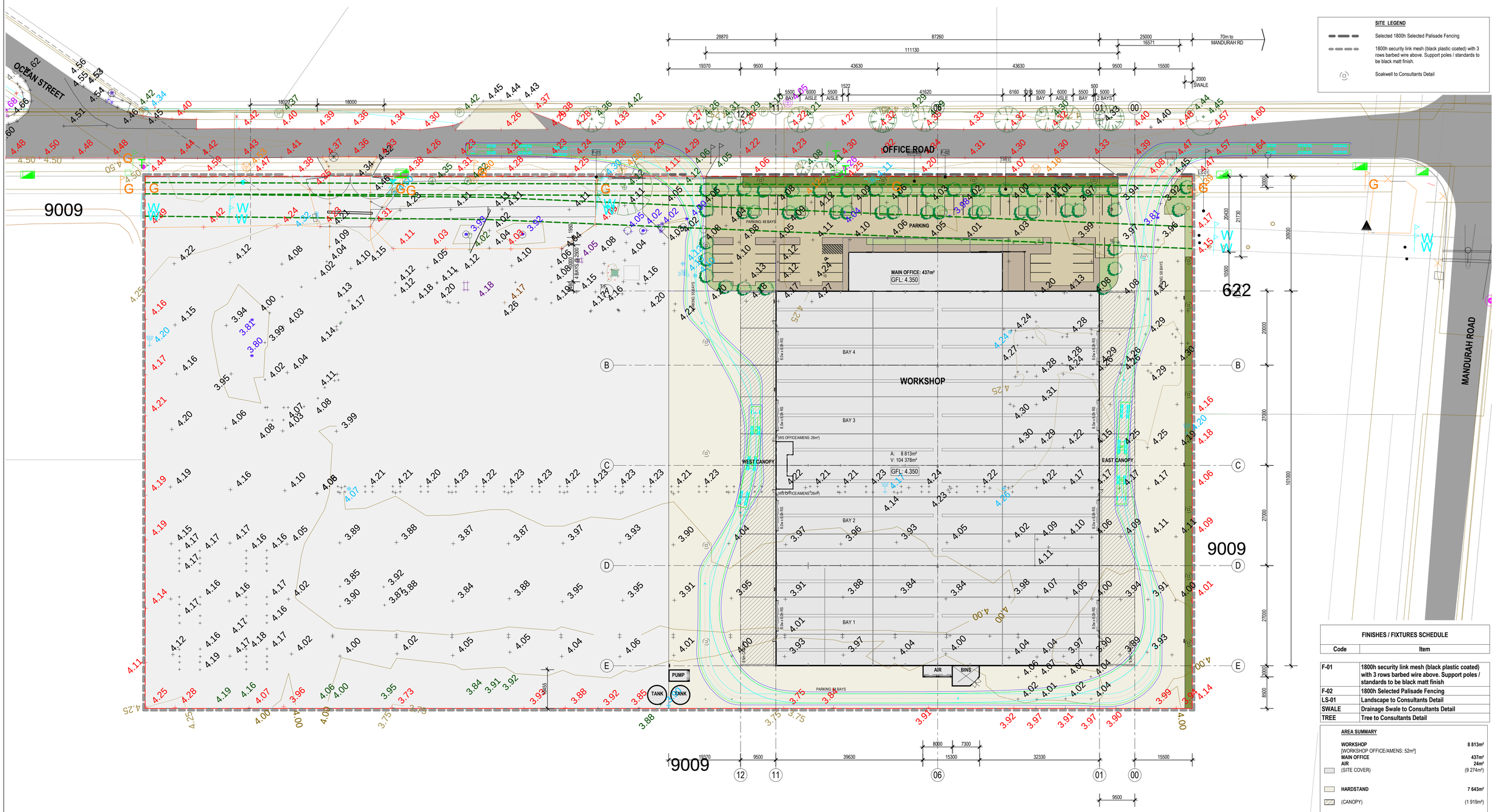

SITE LEGEND

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- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail

FINISHES / FIXTURES SCHEDULE	
Code	Item
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	8 813m²
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	437m²
AIR	24m²
(SITE COVER)	(9 274m²)
HARDSTAND	7 643m²
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PARKING: 51 BAYS	1 616m²
TOTAL LANDSCAPE	1 714m²
(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	20 247m²
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²
TOTAL PARKING PROVIDED: 52 BAYS	

1 A1.02 SITE PLAN - SURVEY
SCALE: 1 : 500

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Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - SURVEY

Project Number: 2223027

Drawing No.: A2.02

Rev.: U

Reduction 25mm on A1 | Scale As indicated | Date February 2023 | Drawn TMS | Checked -

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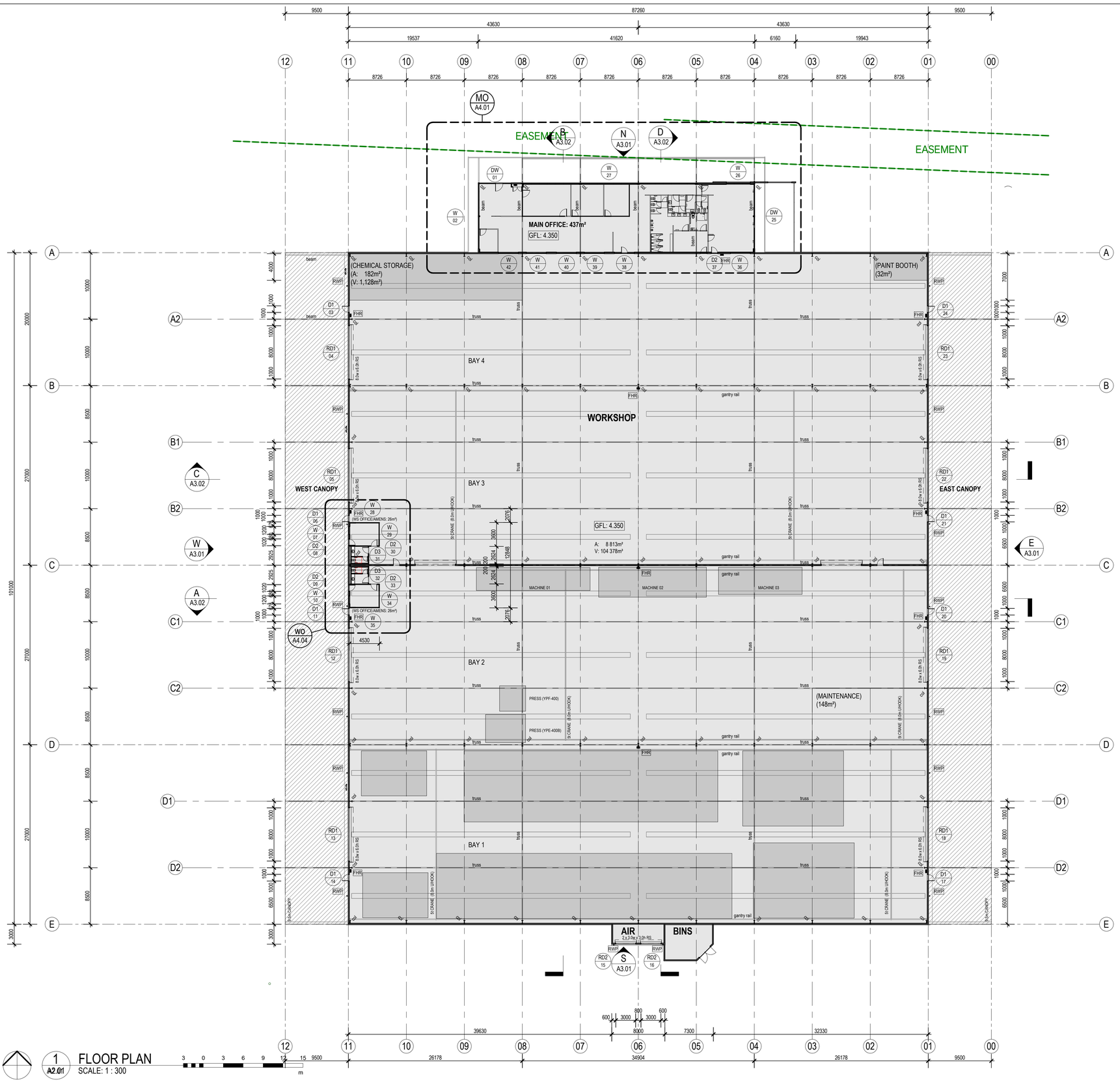
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
FHR	**Fire Hose Reel to Consultants Detail**
RWP	**Rain Water Pipe**



1 FLOOR PLAN
A2.01 SCALE: 1 : 300

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Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **FLOOR PLAN**

Project Number: **2223027**

Drawing No.: **A2.03** Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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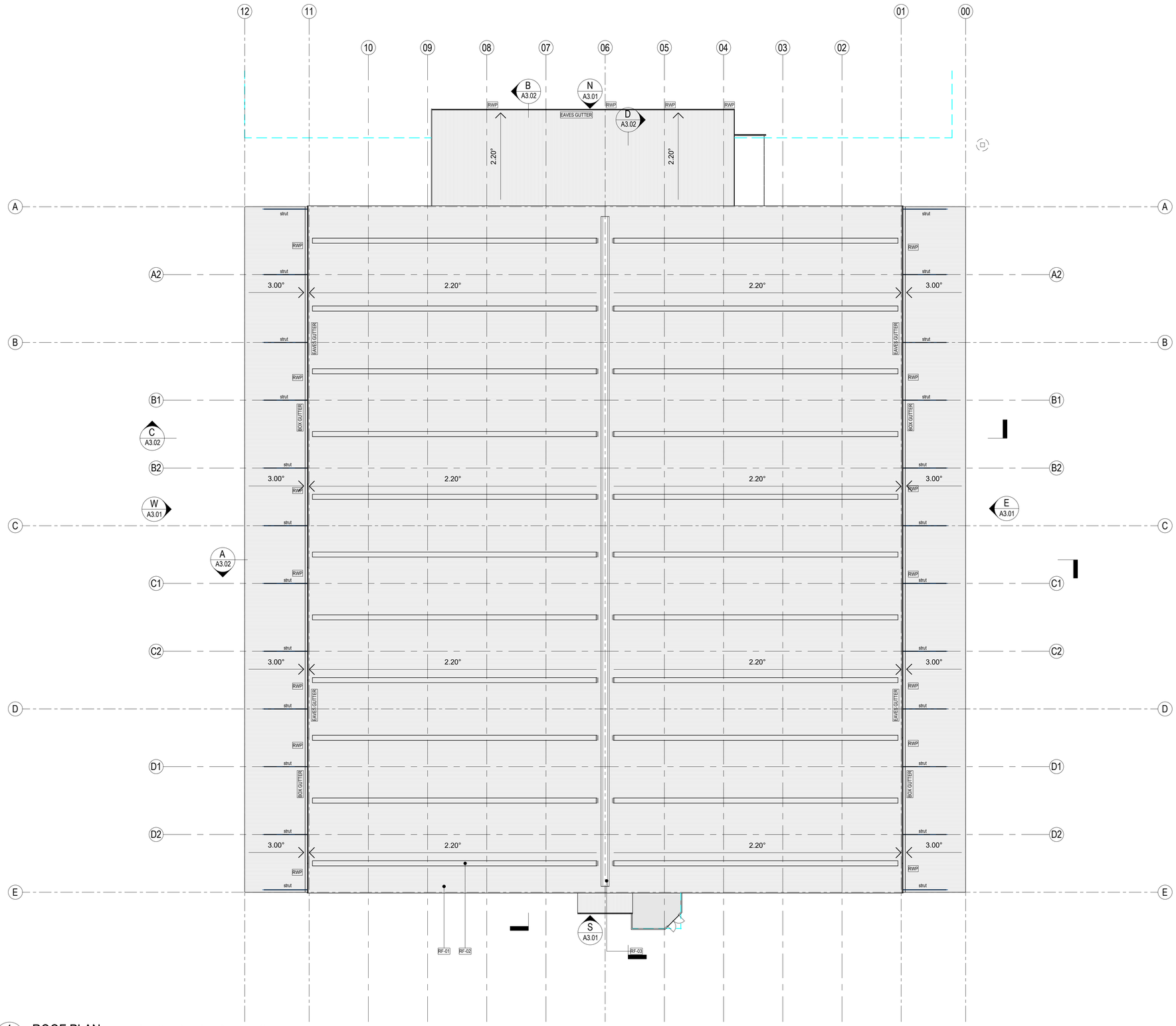
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
BOX GUTTER	**600 x 200 Box Gutter**
EAVES GUTTER	**Eaves Gutter**
RF-01	**Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)**
RF-02	**Roof Lights - Trimdeck**
RF-03	**Selected 600mm Throat Ridge Vent**
RWP	**Rain Water Pipe**



1 ROOF PLAN
A2.01
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ROOF PLAN

Project Number
2223027

Drawing No. **A2.04** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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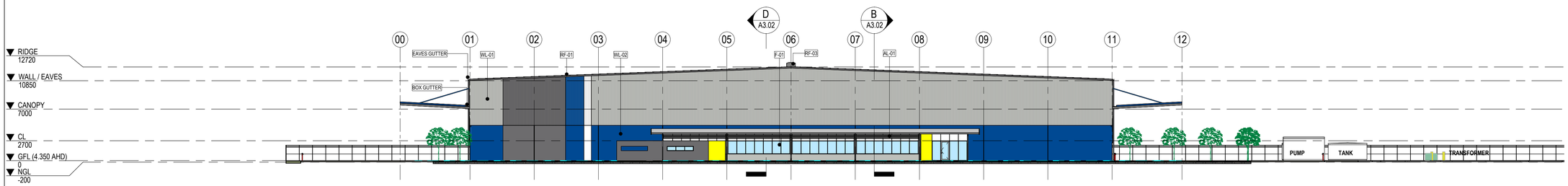
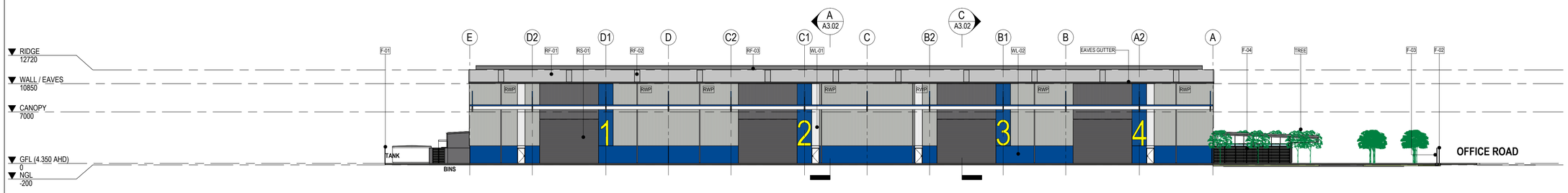
FINISHES / FIXTURES SCHEDULE

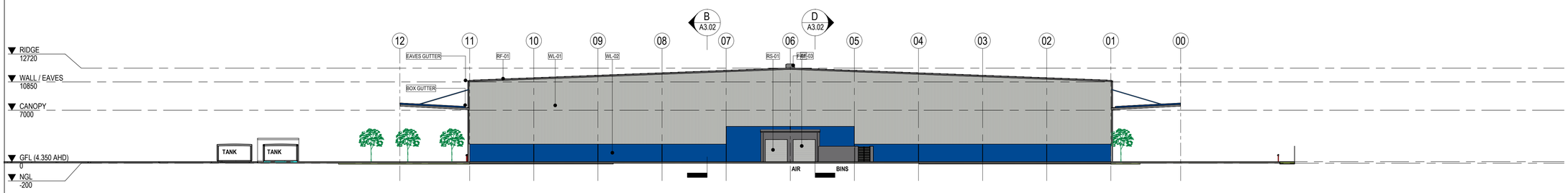
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
BOX GUTTER	600 x 200 Box Gutter
EAVES GUTTER	Eaves Gutter
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
F-03	1800h Selected Palisade Sliding Gate
F-04	2400h Selected Aluminium Slatted Screen
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
RF-02	Roof Lights - Trimdeck
RF-03	Selected 600mm Throat Ridge Vent
RS-01	Roller Shutters - Powdercoat
RWP	Rain Water Pipe
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted



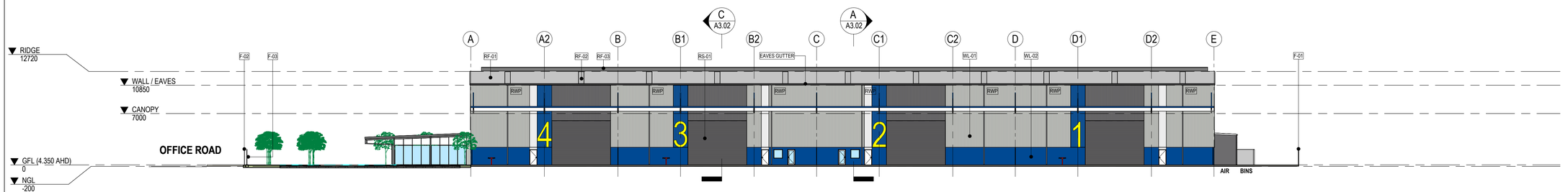
N A2.03 NORTH ELEVATION
SCALE: 1 : 300



E A2.03 EAST ELEVATION
SCALE: 1 : 300



S A2.03 SOUTH ELEVATION
SCALE: 1 : 300



W A2.03 WEST ELEVATION
SCALE: 1 : 300
3 0 3 6 9 12 15 m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ELEVATIONS

Project Number
2223027

Drawing No. **A3.01**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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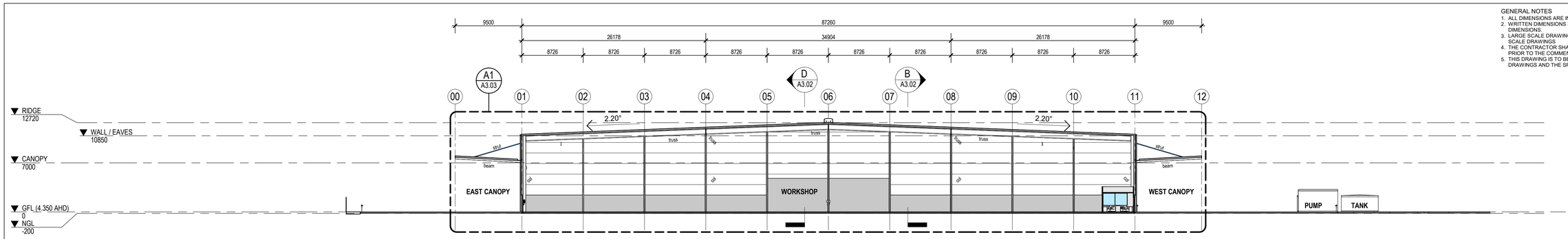
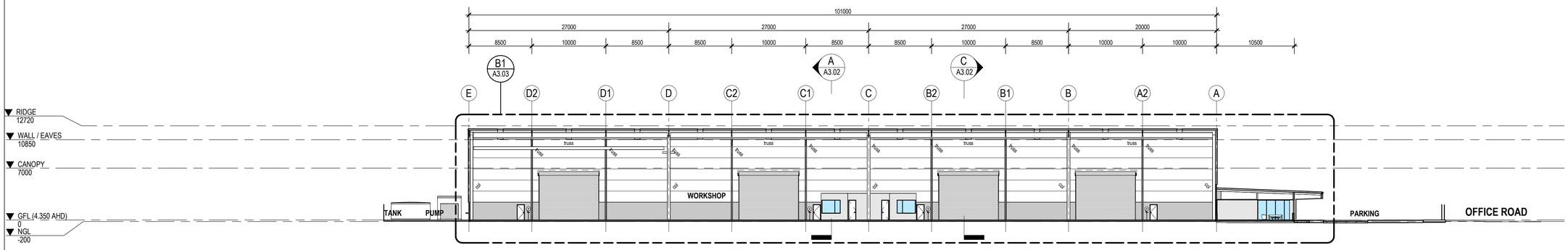
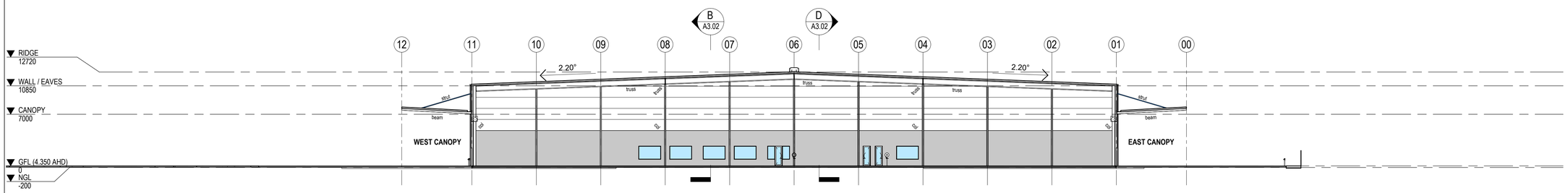


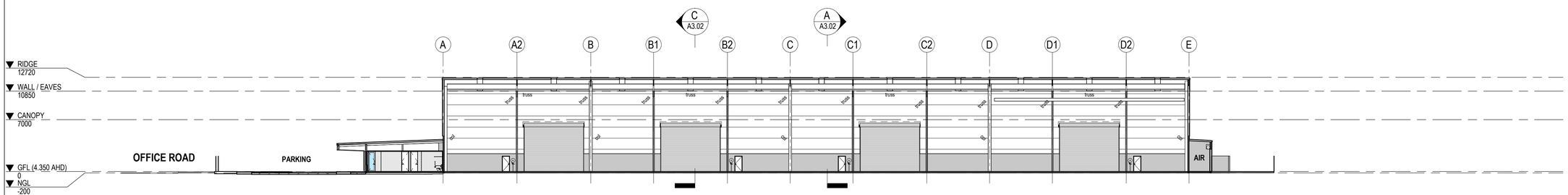
A A2.03 SECTION A
SCALE: 1 : 300



B A2.03 SECTION B
SCALE: 1 : 300



C A2.03 SECTION C
SCALE: 1 : 300



D A2.03 SECTION D
SCALE: 1 : 300

3 0 3 6 9 12 15
m

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SECTIONS

Project Number
2223027

Drawing No. **A3.02**

Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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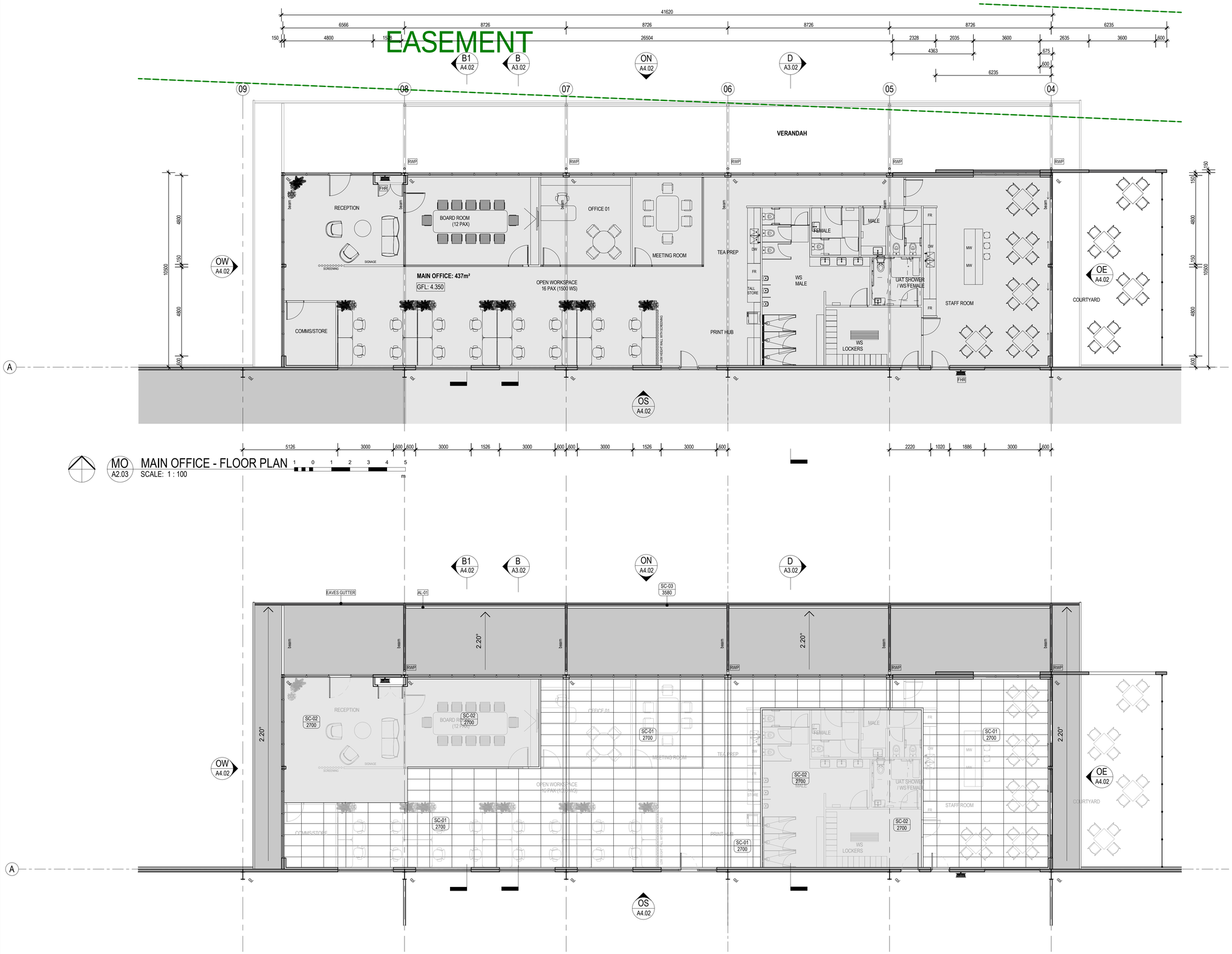

MO A2.03 MAIN OFFICE - FLOOR PLAN
SCALE: 1 : 100

MAIN OFFICE - RCP
SCALE: 1 : 100

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FINISHES / FIXTURES SCHEDULE	
Code	**Item**
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
FHR	Fire Hose Reel to Consultants Detail
RWP	Rain Water Pipe

CEILING TYPE LEGEND

SC-xx / 2700 — DENOTES CEILING FINISH; DENOTES CEILING HEIGHT ABOVE FLOOR LEVEL

SC-01 — 1200 x 600 SUSPENDED RONDO WHITE EXPOSED GRID CEILING SYSTEM WITH SHADOW LINE ANGLE TRIM. SELECTED CEILING TILES.

SC-02 — 10MM SET PLASTERBOARD INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

SC-03 — FLUSH F/CEMENT SHEET INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **MAIN OFFICE - PLANS**

Project Number: **2223027**

Drawing No.: **A4.01** Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 100** | Date **February 2023** | Drawn **TMS** | Checked -

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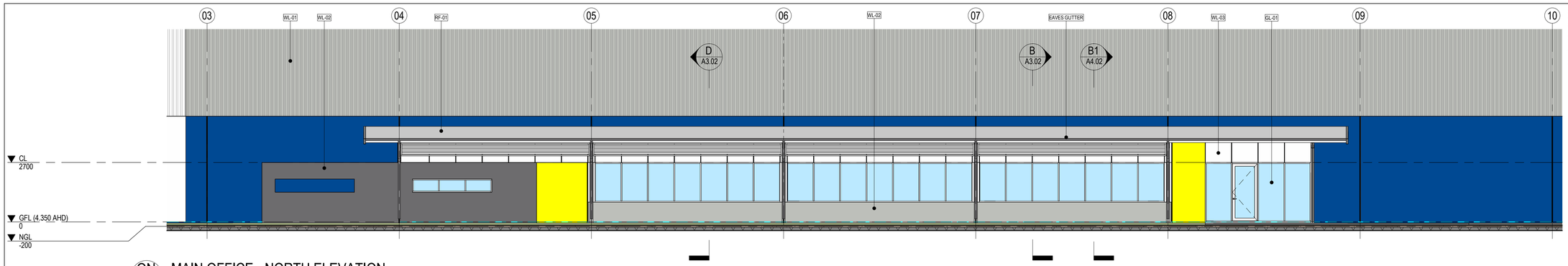
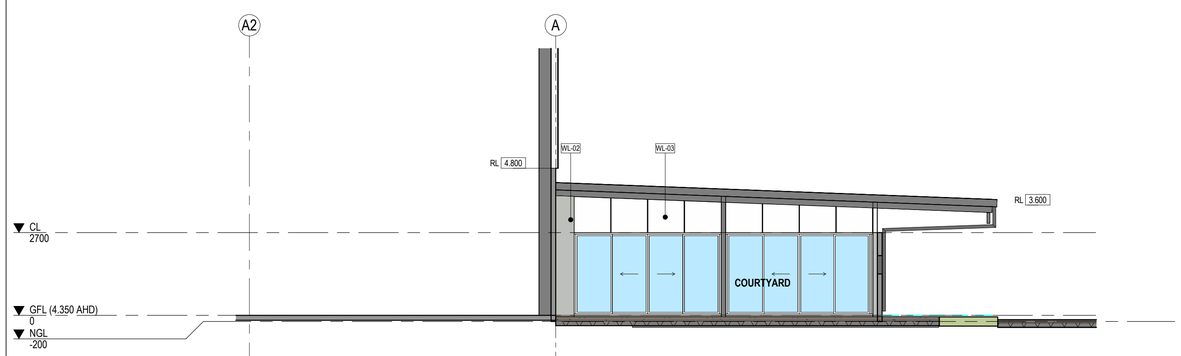


ON A4.01 MAIN OFFICE - NORTH ELEVATION
SCALE: 1 : 100

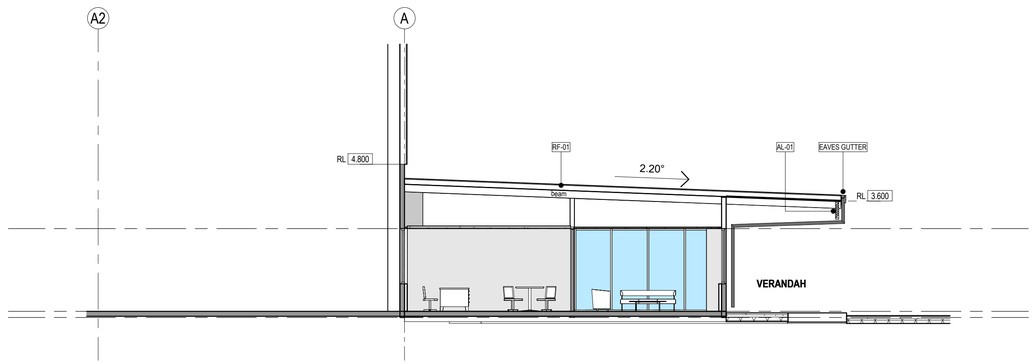
GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

FINISHES / FIXTURES SCHEDULE

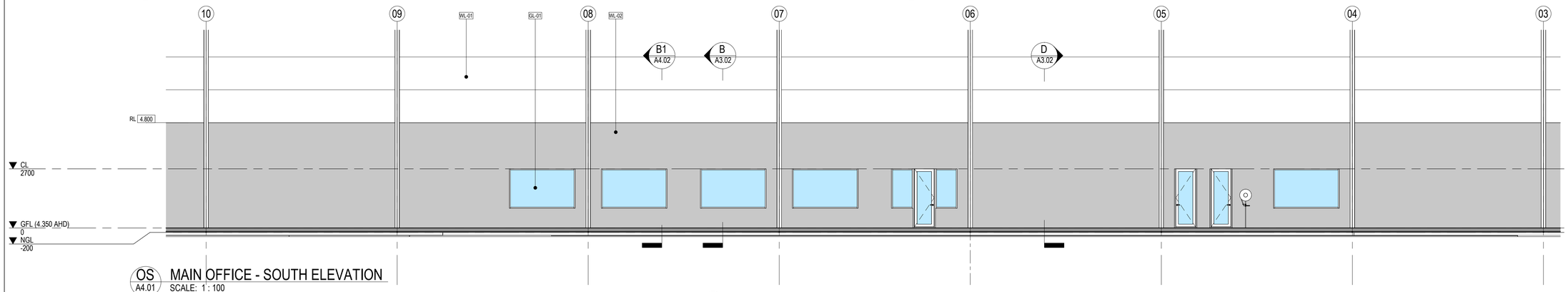
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
GL-01	Selected Glazing in 100x50 Al. Commercial Frame - Clear Anodised
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted
WL-03	Compressed Fibre Cement Sheeting with Expressed Joints - Painted



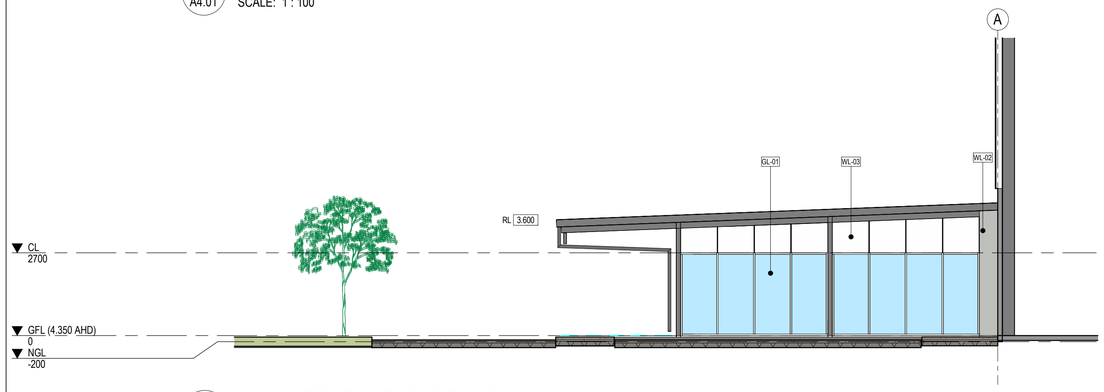
OE A4.01 MAIN OFFICE - EAST ELEVATION
SCALE: 1 : 100



B1 A4.01 MAIN OFFICE - SECTION B1
SCALE: 1 : 100



OS A4.01 MAIN OFFICE - SOUTH ELEVATION
SCALE: 1 : 100



OW A4.01 MAIN OFFICE - WEST ELEVATION
SCALE: 1 : 100

1 0 1 2 3 4 5
m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
MAIN OFFICE - ELEVATIONS

Project Number **2223027**

Drawing No. **A4.02**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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Engineering a better future for over 20 years!

Proposed industrial development (workshop), 60 Office Road, East Rockingham

Revised Transport Impact Statement

PREPARED FOR:
Credentia Construction

August 2023

Document history and status

Author	Revision	Approved by	Date Approved	Revision type
Kunyou Dai	r01	Behnam Bordbar	22/03/2023	Draft
M Rasouli	r01a	Behnam Bordbar	18/08/2023	Final

File name: t23.044.mr.r01a.docx

Author: M Rasouli

Project manager: Behnam Bordbar

Client: Credentia Construction

Project: 60 Office Road, East Rockingham

Document revision: r01a

Project number: t23.044

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1 Introduction

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

Transcore originally prepared a TIS in March 2023 which was submitted to the City of Rockingham, Town of Kwinana and Department of Planning, Land and Heritage (DPLH). The City of Rockingham has determined that additional information with respect to the following matters is required to complete the assessment:

- Number of vehicle access points on Office Road;
- Right turn lane requirement on Office Road at crossovers;
- Trip generation estimation; and,
- Swept path analysis.

Further, the updated site plan indicates more appropriate reduced level of onsite car parking as requested by the City of Rockingham. In order to acknowledge City of Kwinana submission the eastern crossover on Office Road converted to entry only crossover and the western crossover converted to exit only crossover.

The subject site is located on the southern side of Office Road and is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. The subject site is broadly bound by Mandurah Road to the east, Office Road to the north, and vacant land to the south and west, as shown in **Figure 1**. The proposed development which is the subject of this TIS covers the eastern half of the subject site. The western half is the subject of a future development.

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Industrial" in the MRS. The MRS map identifies the section of Office Road immediately fronting the subject site as Other Regional Roads (ORR - Blue Road), with its care and control vested to the Local Authority by WAPC.



Figure 1: Location of the subject site



Figure 2. Location of the subject site in the MRS

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 5 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the peak hour vehicular trips are estimated to be less than 100vph, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the traffic associated with the proposed development, access and egress movement patterns and parking supply.

[1] *Between 10 and 100 vehicular trips per hour*

2 Proposed Development

The subject of this report is the proposed industrial (workshop) development. The facility will comprise the following elements:

- Workshop (8,813 m^2) [Workshop Offices/Amens (52 m^2)];
- Main Office (437 m^2); and,
- Air (24 m^2).

According to the site plan provided in **Appendix A**, a total of 52 on-site parking bays, including one ACROD bay fronting the main office is proposed to address the parking demand of the proposed industrial development.

As part of the proposed development, vehicular access to the proposed development will be facilitated through two crossovers (one entry-only crossover and one-exit only crossover) on Office Road to the north of the site. These crossovers will be shared by employees and visitors (using light vehicles) and delivery and service trucks (heavy vehicles).

The proposed site plan indicates a potential future development to the west of the subject site. The future development will be subject of a separate development application and is likely to retain the existing crossover on Office Road.

3 Vehicle Access and Parking

3.1 Access

Currently, one full-movement crossover on Office Road serves the subject site. As part of the proposed development application, two new crossovers are proposed to serve the proposed development. No changes are proposed to the existing crossover and it will be used to serve the future development.

The eastern new crossover on Office Road is proposed as an entry-only crossover and the western new crossover is proposed as an exit-only crossover as illustrated in Figure 3. The proposed exit only crossover is located central to the subject site and would be shared between the proposed development and the potential future development to the west of the development within the western portion of the site.



Figure 3: Subject site crossovers

3.2 Parking Supply and Demand

As part of the development proposal, a total of 52 on-site parking bays fronting the main office, including one ACROD bay are proposed to serve the proposed development.

It is understood that the proposed parking supply meets the anticipated parking demand of the development.

4 Provision for Service Vehicles

A bin storage area is located at the rear of the proposed industrial building, as shown in the development plan in **Appendix A**.

Waste collection and deliveries will take place within the site. A private contractor will collect waste using a 12.5m service vehicle.

In accordance with Main Roads WA Restricted Access Vehicle (RAV) information, Office Road is classified as RAV 4 permitting vehicles up to 27.5m A-Doubles.

A turn path assessment was undertaken for inbound and outbound movements of 27.5m B-Double, which are expected to be the largest size vehicles to access/ egress the site. The outcome of the assessment is attached in **Appendix B**.

As demonstrated in **Appendix B**, the turn paths confirm satisfactory movements and adequacy of the proposed crossovers and internal driveways. The revised site plan shows widening at the exit crossover to facilitate the exit of the B-Double vehicles, lane correctly, from the development to Office Road westbound.

5 Daily Traffic Volumes and Vehicle Types

5.1 Existing Site Traffic Generation

The subject site is presently occupied by an existing industrial building which is proposed to be demolished. The area of the existing industrial building is approximately 9,448 m^2.

To be conservative the existing traffic generation of the site has not been accounted for in this assessment.

5.2 Proposed Development Trip Generation

As per the information provided to Transcore, by the operator, the subject site is proposed to generate the traffic shown in Table 1.

Table 1. Estimated trip generation of the proposed development

Vehicle Type	Traffic generation					
	AM (8:00-9:00)		PM (15:00-16:00)		Daily Weekday	
Light vehicles	25		45		90	
Rigid trucks	2		2		18	
Semi-trailers	2		2		20	
B-doubles	2		2		8	
Total	**31**		**51**		**136**	
In/Out split	entering	exiting	entering	exiting	entering	exiting
	26	5	25	26	68	68

Accordingly, it is estimated that the proposed development would generate a total of approximate **136** vehicular trips per regular weekday with about **31** trips during the typical weekday AM peak hour and **51** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

5.3 Traffic Flow

Based on the general spatial distribution of the existing road network, the proposed industrial development's traffic distribution adopted for this analysis is as follows:

- 70% of trips to/from the east along Office Road towards Mandurah Road; and,
- 30% of trips to/from the west along Office Road.

Figure 4 illustrates trip generation and traffic distribution over the local road network for the proposed industrial development**.**

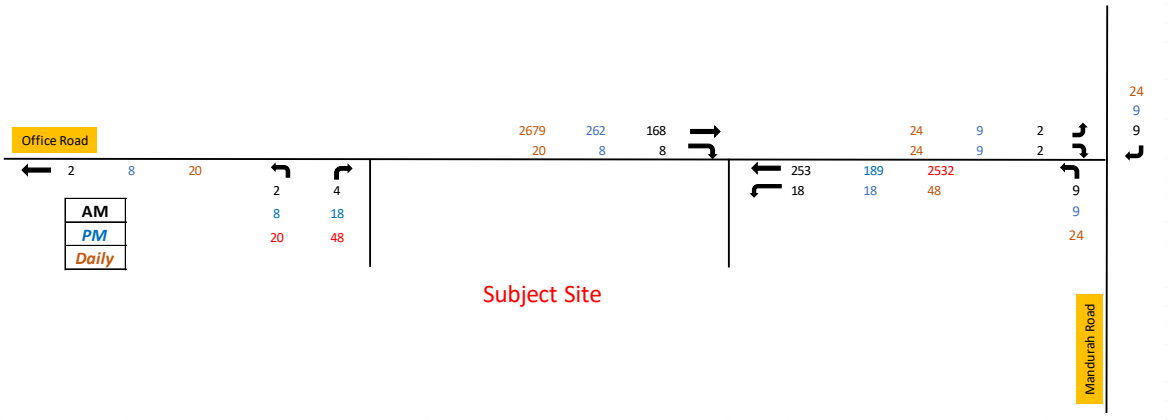


Figure 4: Estimated total daily traffic movements for the subject site

AM Peak Hour / PM Peak Hour / Daily

5.4 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provide guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

As detailed in **Section 5.3** and **Figure 4**, the proposed The proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, Therefore, the impact of the development traffic will not result in any traffic increases to warrant further detailed analysis.

6 Traffic Management on the Frontage Streets

Figure 5 illustrates the road hierarchy of the surrounding roads based on the Main Roads WA *Road Information Mapping System*. As evident, Office Road is classified as a Local Distributor and operates under a speed limit of 70 km/h, while Mandurah Road, is classified as Regional Distributor and operates under a speed limit of 70 km/h, and Patterson Road is classified as a Primary Distributor and operates under a speed limit of 60 km/h in the immediate vicinity as shown in Figure 6.



Figure 5. Main Roads WA Road Information Mapping System Road Hierarchy



Figure 6. Main Roads WA Road Information Mapping System Speed Data

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 7**.

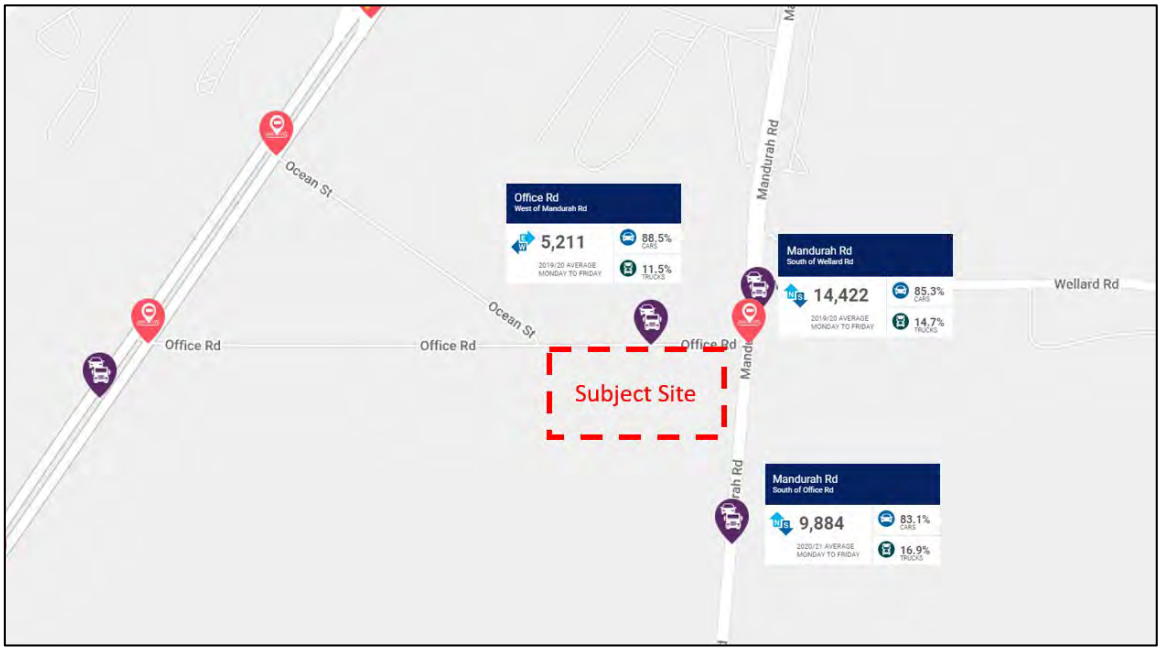


Figure 7. Existing traffic counts on surrounding roads

Office Road, immediately north of the subject site, is constructed as a single carriageway, two-way undivided industrial road with a 7.3 m wide trafficable pavement, as shown in **Figure 8**. Office Road forms a priority-controlled 'T' intersection with Mandurah Road to the east, and priority-controlled "T" intersection with Patterson Street to the west.



Figure 8. East-bound view along Office Road

7 Public Transport Access

As detailed in **Figure 9**, the subject site has limited access to the existing bus services that operate in the vicinity of the site.

The closes available bus services are route 548, which operate along Patterson Road with the nearest bus stop located approximately 850 m walking distance from the site. This bus route provides a direct link to Fremantle Station, Rockingham Station and Rockingham Centre.

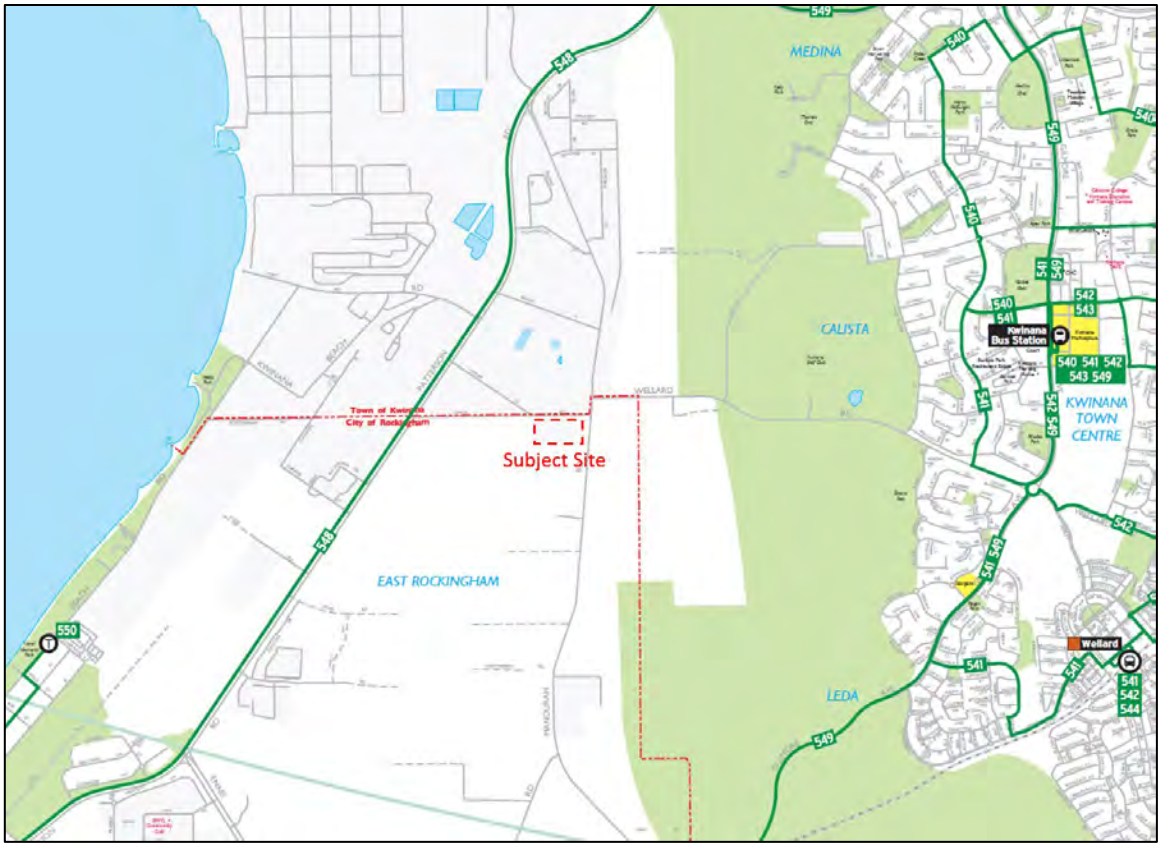


Figure 9. Public transport services (Transperth Maps)

8 Pedestrian Access

There are no pedestrian paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any pedestrian movements due to the nature of the proposed land use and lack of general amenities in the immediate area.

9 Cycle Access

There are no cycle paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any cycle traffic due to the nature of the proposed land use and lack of general amenities in the immediate area.

10 Site Specific Issues

No site-specific issues have been identified within the scope of this assessment for the proposed industrial development.

As requested by City of Rockingham and in order to establish the right turn lane requirements at the entry crossover on Office Road, Main Roads WA Turn Lane Warrants have been applied to this crossover. The turning movements at the intersection is provided in **Figure 4**.

Applying Main Roads WA Turn Lane Warrants to this crossover indicates that a BAR treatment would be required for the right turn movement from Office Road to the entry only crossover (refer **Appendix C** for the turn lane assessments).

The basic right turn treatment (BAR) turn treatment is used where traffic volumes do not warrant a higher order treatment such as AUR or CHR. This treatment will provide sufficient pavement width for the design through vehicle to pass a vehicle waiting to turn right.

Even though a BAR treatment is required at the entry crossover, this crossover is located in close proximity to the Mandurah Road left turn lane and therefore, widening of the Office Road at the entry only crossover to accommodate a BAR treatment is not feasible.

It should be noted that BAR treatment has not been provided at any existing crossovers and intersections along Office Road.

11 Safety Issues

No safety issues have been identified within the scope of this assessment for the proposed industrial development.

12 Conclusions

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

The subject site is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. A total of 52 on-site parking bays including one ACROD bay are proposed to address the parking demand of the proposed industrial development.

Currently, one full-movement crossover on Office Road serves the subject site. It is proposed to retain the existing crossover for future development within the western portion of the site and construct two new crossovers to serve the proposed development.

The eastern new crossover on Office Road is proposed as an entry-only crossover and the western new crossover is proposed as an exit-only crossover.

It is estimated that the proposed development would generate a total of approximate 136 vehicular trips per regular weekday with about 31 trips during the typical weekday AM peak hour and 51 trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

Applying Main Roads WA Turn Lane Warrants to the entry only crossover indicates that a BAR treatment would be required for the right turn movement from Office Road to the entry only crossover. However, this crossover is located in close proximity to the Mandurah Road left turn lane and therefore, a BAR treatment for this crossover is not feasible.

The largest heavy vehicle which are expected to use the subject site is 27.5 m B-Double. Turn path analysis undertaken for 27.5m trucks confirms satisfactory access, egress and circulation within the subject site.

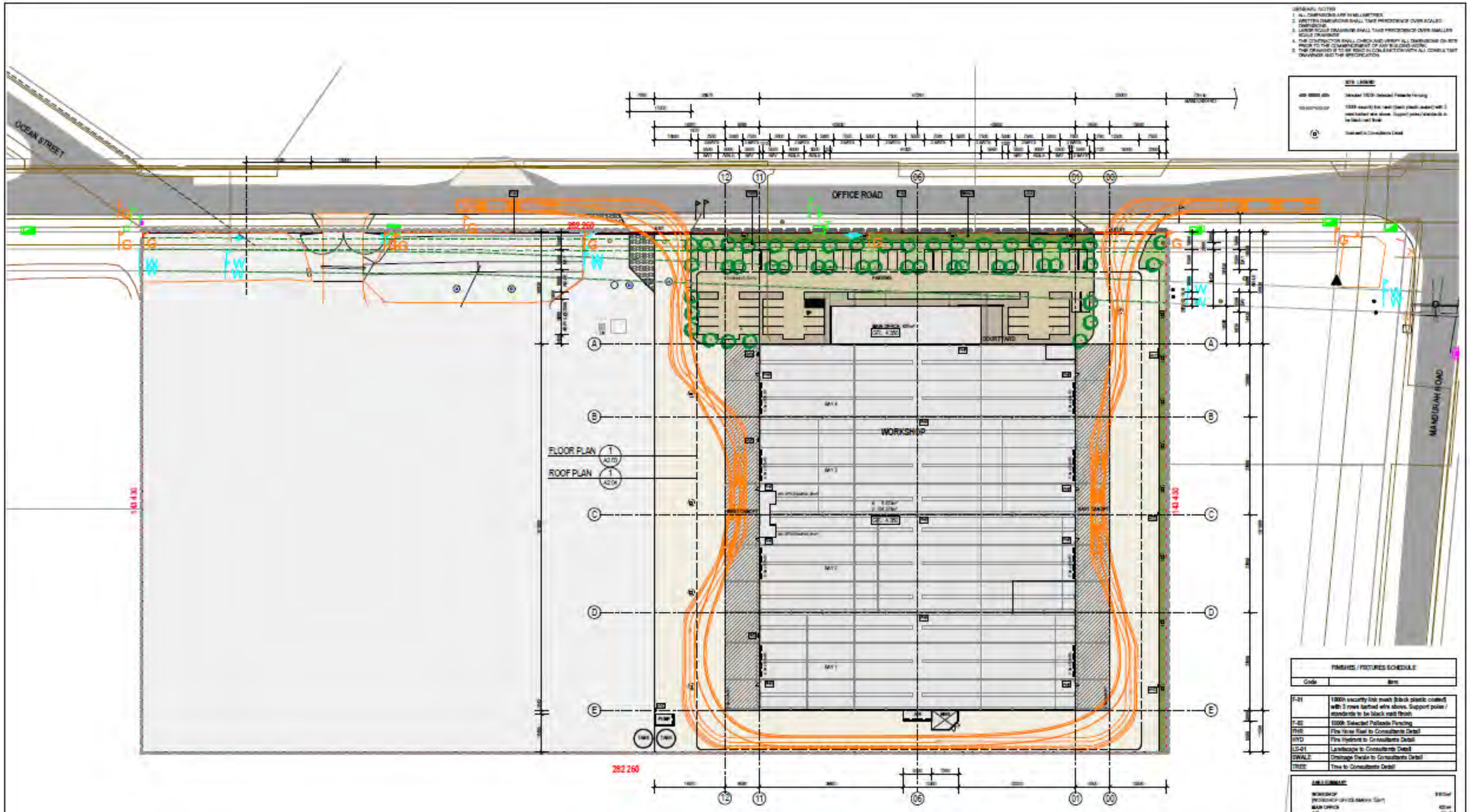
The revised site plan shows widening at the exit crossover to facilitate the exit of the B-Double vehicles, lane correctly, from the development to Office Road westbound.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed industrial development.

Appendix A

Proposed Development Plan

20 years anniversary
transcore
transport planning
traffic engineering
modelling



1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500

FINISHES / FIXTURES SCHEDULE	
Code	Item
F-01	1000h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1000h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	[illegible]
(WORKSHOP OFFICE/AMENITY 32m²)	
MAIN OFFICE	[illegible]
AIR	[illegible]
(SITE COVER)	[illegible]
HARDSTAND	[illegible]
(CANOPY)	[illegible]
PARKING: 52 BAYS	[illegible]
TOTAL LANDSCAPE	[illegible]
(LANDSCAPE)	[illegible]
(LANDSCAPE SWALE)	[illegible]
(PAVING)	[illegible]
SITE AREA	[illegible]
FUTURE DEVELOPMENT	[illegible]
(DRAINAGE ACCESS)	[illegible]
TOTAL SITE AREA	[illegible]
TOTAL PARKING PROVIDED: 52 BAYS	

TIM MANSER-SMITH
ARCHITECT PTY LTD

Rev	Date	Issued By	Revision Description
[illegible]	[illegible]		PROVIDED

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - PROPOSED

Project Number: 2223027

Drawing No.: A2.01

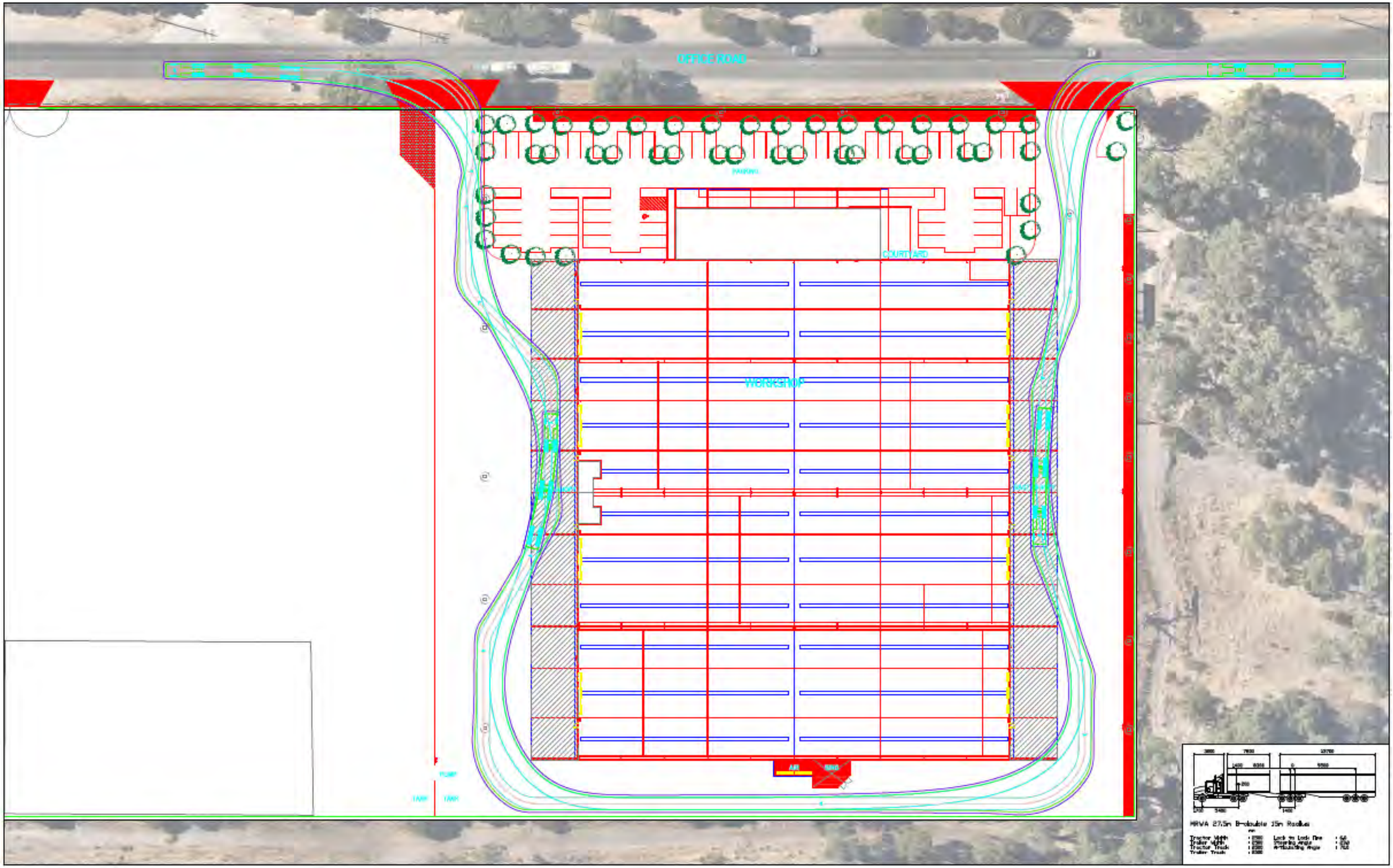
Rev.: U

Reduction: Zoom on A1 | Scale: As Indicated | Date: February 2023 | Drawn: TMS | Checked:

Appendix B

Turn Path Plans

20 years anniversary
transcore
transport planning
traffic engineering
modelling



60 Office Road, East Rockingham

27.5m B-Double Truck

B-Double Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk13

15/08/2023

Scale: 1:700 @ A3

transcore

Appendix C

Turn Lane Assessments

INTERSECTION WARRANTS

Main Roads WA Supplement to Austroads Guide to Road Design - Part 4 A.8

Source: Austroads GTM Part 6 - 2017

DESIGN SPEED =	80km/h
SPLITTER ISLAND YES / NO =	No
DUAL CARRIAGEWAY YES / NO =	No

MOVEMENT	COUNT (v/h)	HV (%)
Q_{T1} =	168	12.4
Q_R =	8	20
Q_{T2} =	253	12.4
Q_L =	18	20

RIGHT TURN ASSESSMENT

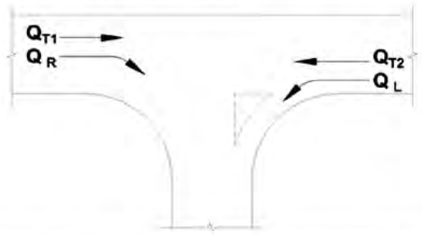
Q_m =	439
% HV =	12.712
x =	1.39
TREATMENT =	BAR

LEFT TURN ASSESSMENT

Q_m =	253
% HV =	12.400
x =	1.17
TREATMENT =	BAL

Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings

Figure 2.27: Calculation of the major road traffic volume Q_M



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Source: TMR (2016a).

Turn lane assessment for the AM peak hour

INTERSECTION WARRANTS

Main Roads WA Supplement to Austroads Guide to Road Design - Part 4 A.8

Source: Austroads GTM Part 6 - 2017

DESIGN SPEED =	80km/h
SPLITTER ISLAND YES / NO =	No
DUAL CARRIAGEWAY YES / NO =	No

MOVEMENT	COUNT (v/h)	HV (%)
Q_{T1} =	262	12.4
Q_R =	8	20
Q_{T2} =	189	12.4
Q_L =	18	20

RIGHT TURN ASSESSMENT

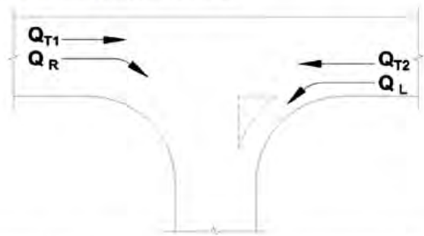
Q_m =	469
% HV =	12.692
x =	1.48
TREATMENT =	BAR

LEFT TURN ASSESSMENT

Q_m =	189
% HV =	12.400
x =	0.89
TREATMENT =	BAL

Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings

Figure 2.27: Calculation of the major road traffic volume Q_M

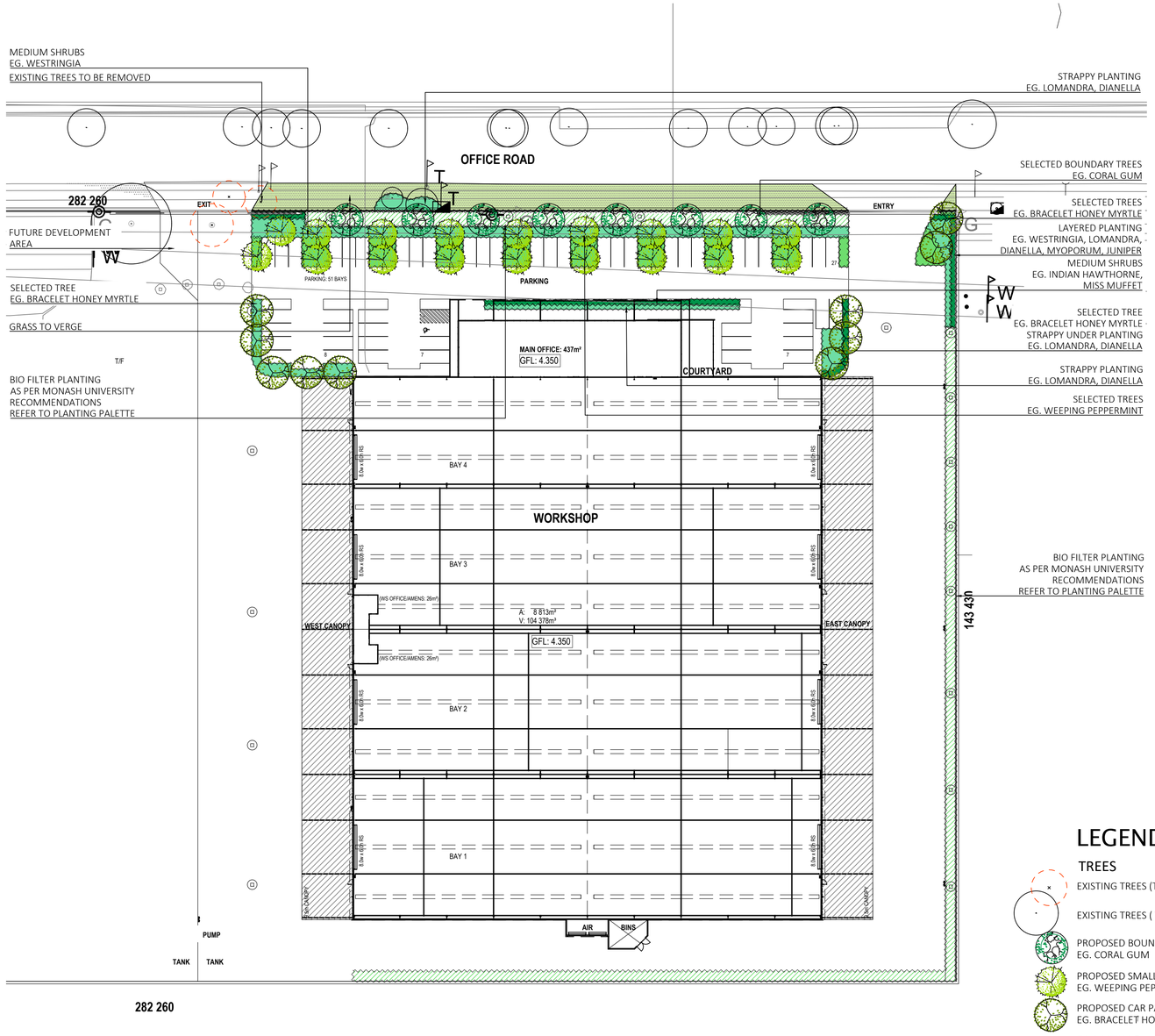


Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Source: TMR (2016a).

Turn lane assessment for the PM peak hour

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.



LEGEND

TREES
- EXISTING TREES (TO BE REMOVED)
- EXISTING TREES (TO BE RETAINED)
- PROPOSED BOUNDARY TREES EG. CORAL GUM
- PROPOSED SMALL GUMS EG. WEEPING PEPPERMINT
- PROPOSED CAR PARK TREES EG. BRACELET HONEY MYRTLE

PLANTING
- PLANTING TYPE 01 GROUNDCOVERS
- PLANTING TYPE 02 STRAPPY/MIXED
- PLANTING TYPE 03 SHRUBS
- SELECTED LAWN SPECIES
- DRAINAGE SWALE PLANTING (TUBESTOCK)

PLANTING IMAGES


MELarm


EUCtor


AGOfle


OLEaxi


RHAori


LEUbro


WESfru


PITmis

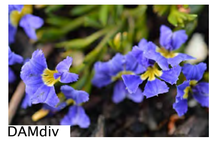

LOMtan


DIAbla


DIAeme


HIBsca


JUNcon


DAMdiv


SCAcra


LIRjus


MYOpar


GREgin


ADEcun


EREblu


GREcri


ANIfla


HEMpun


FICnod


MELinc


ANIvir


DAMlin


CARapr


POApoi


MEEsca


EREgla

REVISIONS

REV	DATE	DWN	APP	DESCRIPTION
A	15.03.23	AC	KD	LANDSCAPE CONCEPT PLAN
B	20.03.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
C	21.03.23	KD	KD	UPDATED LANDSCAPE CONCEPT PLAN
D	16.08.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN

NOTES

1. GENERAL
1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
1.3 FOR ALL FINISHED LEVELS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).

2. SOIL PREPARATION
2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3.PLANTING
3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 REFER TO PLANTING PALETTE FOR SUGGESTED SPECIES, SPACING AND SIZES.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION
4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.

PLANTING PALETTE

Symbol	Species	Common Name	Spacing	Size
Trees:				
AGOfle	Agonis fleuosa	Weeping Peppermint	As Shown	100L
EUCtor	Eucalyptus torquate	Coral Gum	As Shown	100L
MELarm	Melaluca armillaaris	Bracelet honey myrtle	As Shown	100L
Shrubs and Groundcovers:				
ADEcun	Adenanthos cuneatus	Coral Carpet	1/m2	140mm
DAMdiv	Dampiera diversifolia	Blue Eyes	1/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	1/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	1/m2	140mm
GREcri	Grevillea crithmifolia	Crithmifolia	1/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	1/m2	140mm
JUNcon	Juniperus conferta	Japanese shore Juniper	1/m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
OLEaxi	Olearia axillaris	Smoke Bush	3/m3	140mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	2/lm	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	1/m2	200mm
RHAori	Rhapiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/lm	200mm
WESfru	Westringia fruticosa	Native Rosemary	2/lm	200mm
SCAcra	Scaevola crassifolia	Thick Leaved fan flower	2m3	140mm
Bio Filter Plants:				
ANIvir	Anigozanthus viridis	Green Kangaroo Paw	4/m2	tubestock
ANIfla	Anigozanthus flavadis	Kangaroo Paws	4/m2	tubestock
CARapr	Carex appressa	Tall Sedge	4/m2	tubestock
DAMlin	Dampiera linearis	Blue Moon	4/m2	tubestock
EREgla	Eremophila glabra	Tar Bush	4/m2	tubestock
FICnod	Ficinia nodosa	Knobby Club Rush	4/m2	tubestock
HEMpun	Hemiandra pungens	Snake Bush	4/m2	tubestock
MEEsca	Meeboldina/Leptocarpus scariosa	Velevet rush	4/m2	tubestock
MELinc	Melaleuca incana nana	Dwaf Honey Myrtle	4/m2	tubestock
POApoi	Poa poiformis	Tussock Grass	4/m2	tubestock

kdla kelsie davies landscape architecture
Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0289 PAGE 101 REV D

0 10 20 50m
SCALE 1:500 @A1

SPECIAL INDUSTRIAL DEVELOPMENT
LANDSCAPE CONCEPT PLAN
CREDENTIA CONSTRUCTION
60 OFFICE ROAD, EAST ROCKINGHAM

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Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address: Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 13th Month March Year 2022

Report author or reviewer: Nathan Peart

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☒

If accredited, please provide the following.

BPAD accreditation number: 38808 Accreditation expiry: Month May Year 2024

Bushfire management plan version number: 3

Bushfire management plan date: Day 17th Month March Year 2023

Client/business name: Credentia Constructions

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	☐	☒
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	☐	☒

Is the proposal any of the following (see SPP 3.7 for definitions)?	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)	☐	☐
Strategic planning proposal (including rezoning applications)	☐	☐
High risk land-use	☐	☐
Vulnerable land-use	☐	☐

None of the above ☒

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer 

Date 17/03/2023

Bushfire Management Plan (DA)

Proposed Commercial Building at

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Client: Credentia Constructions

17th March 2023

Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 1728 (#60) Office Road, East Rockingham, WA, 6168				
Version	Date	Author		Reviewer	
1	17.03.2023	Billy Hulands	BH	Nathan Peart	NP
	Initial Report Issued				
2	29.08.23	Billy Hulands	BH	Nathan Peart	NP
	Response to DFES comments				
3	29.08.23	Billy Hulands	BH	Nathan Peart	NP
	Clarify High Risk Land use position.				

Disclaimer and Limitation

This report is prepared solely for the client, any future landowners of the subject lot and is not for the benefit of any other person and may not be relied upon by any other person. Bushfire Smart accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material by any third party.

The mitigation strategies contained in this report are considered to be prudent minimum standards only, based on the writer's experience as well as standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that if such standards are complied with or if a property owner exercises prudence, that a building or property will not be damaged or destroyed by bushfire or that lives will not be lost in a bush fire. Fire is an extremely unpredictable force of nature. Changing climatic factors (whether predictable or otherwise) either before or at the time of a fire can also significantly affect the nature of a fire and in a bushfire prone area it is not possible to completely guard against bushfire.

Further, the growth, planting or removal of vegetation; poor maintenance of any fire prevention measures; addition of structures not included in this report; or other activity can and will change the bushfire threat to all properties detailed in the report. Further, the achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

About the author:

Bushfire Smart has been providing bushfire risk management reports and advise for over 7 years and undertake assessments of planning and land development applications to verify compliance with State Planning Policy 3.7 and associated bushfire regulations.

Nathan Peart is the bushfire lead and has over 20 years' experience in the construction and planning fields. Nathan has completed a Graduate Diploma in Bushfire Protection at the University of Western Sydney.

Nathan is supported by several other team members with varying levels of accreditation.

Bushfire Smart hold Professional Indemnity Insurance to the value of $2,000,000 which includes cover for bushfire attack level assessments, planning, design and advice services as prescribed in FPA Australia`s Bushfire Planning and Design Accreditation Scheme for a BPAD - Level 3 practitioner.

Author/Reviewer		
Nathan Peart	BPAD 38808	
Level 3 Bushfire Planning and Design (BPAD) Accredited Practitioner		
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Executive Summary

The proposal is at Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 for a development application for a commercial workshop and associated office.

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7(SPP3.7). Guidelines for Planning Bushfire Prone Areas Version 1.4 (the Guidelines) has been used to determine the proposals compliance with SPP3.7.

The proposal is within an area that has native vegetation shown on site, however this BMP does not require the removal of vegetation. The proposal can achieve BAL 29

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against bushfire protection criteria

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	A1.1 Development location	Acceptable Solution	On completion the application will be in an area subject to a moderate bushfire threat and a maximum BAL 29.
2: Sitting of development	A2.1 Asset Protection Zone (APZ)	Acceptable Solution	An APZ can be achieved and contained within the lot boundaries.
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Public roads meet the minimum technical requirements of guidelines.
	A3.2a Multiple access routes	Acceptable Solution	Access is provided in at least two different directions.
	A3.2b Emergency access ways	N/A	
	A3.3 Through-roads	N/A	
	A3.4a Perimeter roads	N/A	
	A3.4b Fire service access routes	N/A	
	A3.5 Battle axes	N/A	
	A3.6 Private driveways	Acceptable Solution	Private driveways can meet the requirements of the guidelines.
4: Water	A4.1 Identification of future water supply	N/A	
	A4.2 Provision of water for firefighting purposes	Acceptable Solution	Hydrants provided to comply with Water Corporation's No. 63 Water Reticulation Standard.

Compliance with this BMP, and therefore SPP3.7, will require action prior, during and after development. The items requiring implementation include:

- APZ to be maintained throughout the life of the proposal.
- Driveways to be constructed and maintained to the standard stated in this BMP.

The entire report should be read in conjunction with the guidelines to ensure all requirements are understood.

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1 Proposal and Site Details

1.1 Proposal Details

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 (subject lot) is a 2.024 ha parcel. The proposal is to for the construction of a commercial building on an existing lot.

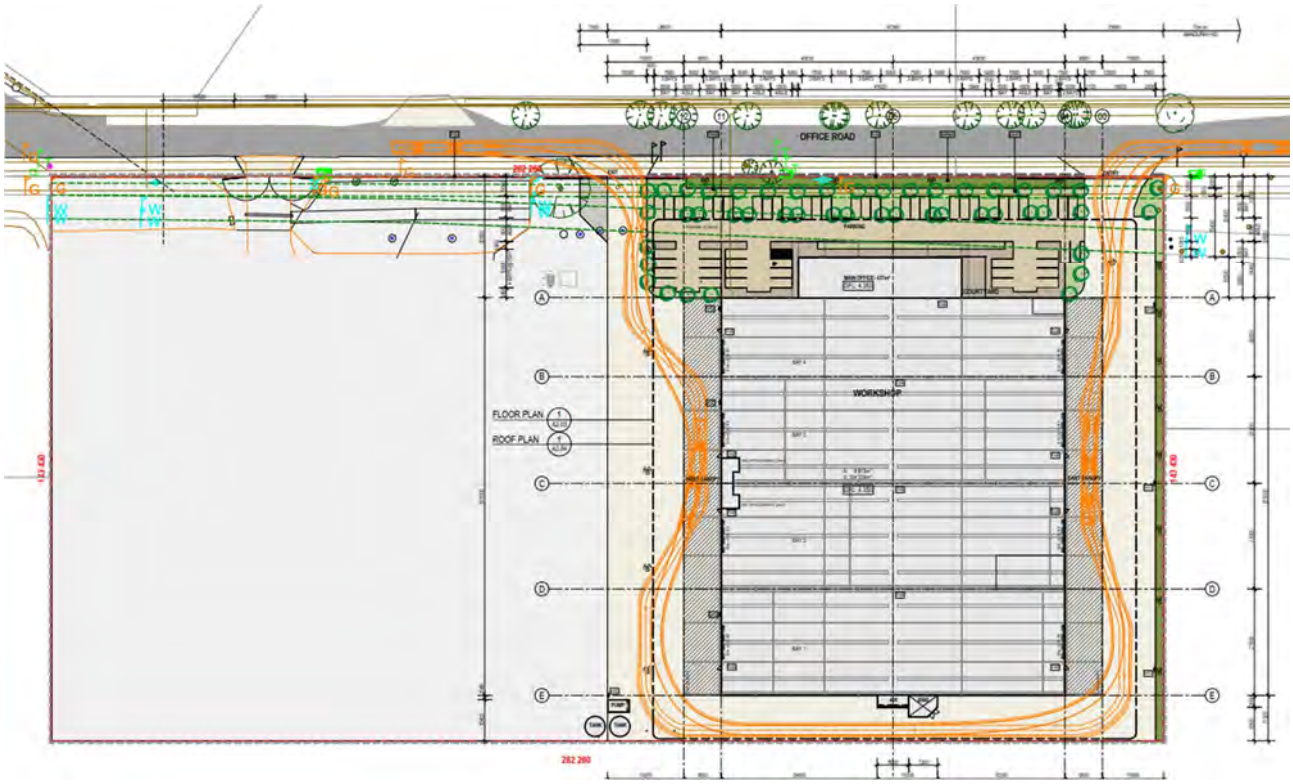

Figure 1: Site Plan



Figure 2: Location Plan

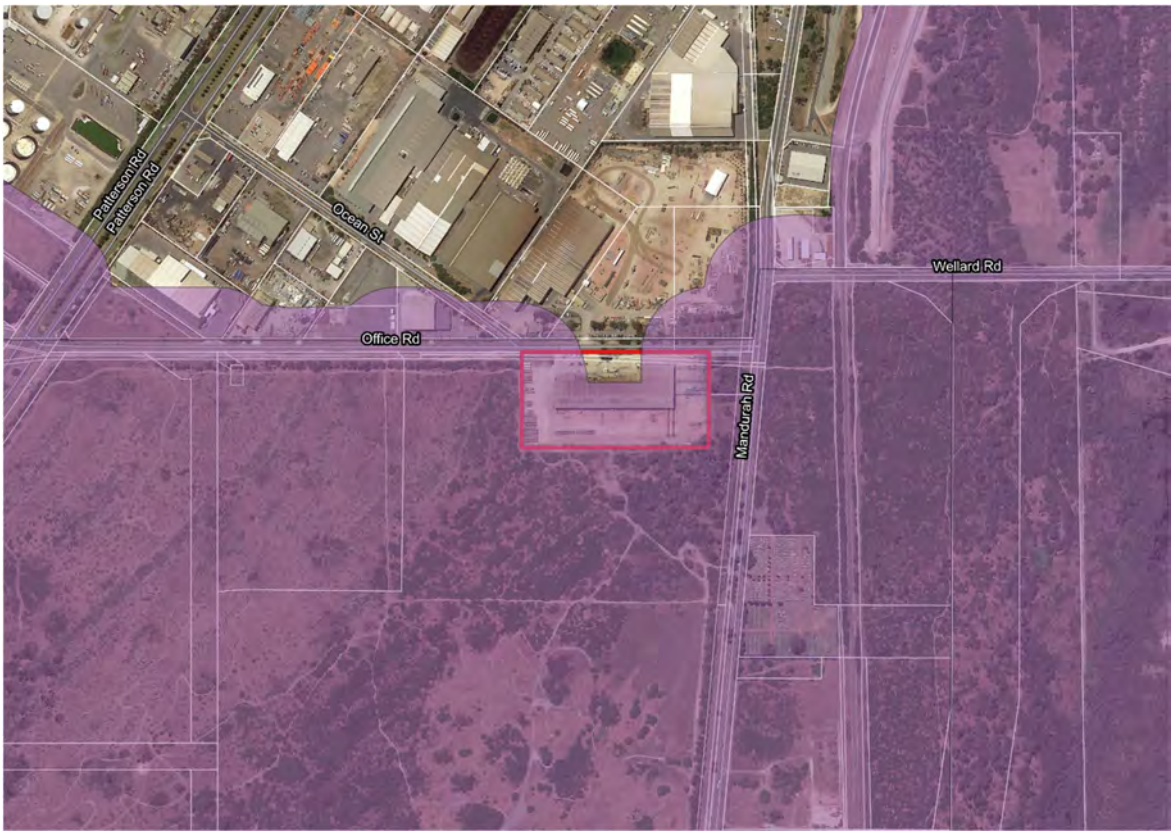

Figure 3: Map of Bushfire Prone Area for Subject Site

2 Environmental Considerations

In order to identify environmental, biodiversity of conservation values on the subject site, the site has been examined against the following databases as shown in table 2.

Object	Database	Identified	Details
Conservation category wetlands and buffer	DBCA-019/ DBCA-017	No	Site not identified within database.
RAMSAR wetlands	DBCA-010	No	Site not identified within database.
Threatened and priority flora	DBCA-036	No	Site not identified within database.
Threatened and priority fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	Yes	Site identified within area – further action required.
Bush Forever areas 2000	DPLH-019	No	Site not identified within database.
Clearing regulations – Environmentally Sensitive Areas	DWER-046	Yes	Site identified within area – further action required.
Swan Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

Table 1: Assessment against environmental considerations

The subject site has been identified by the Department of Biodiversity, Conservation and Attractions (DBCA) as being within a threatened ecological community. Additionally, the site is subject to the clearing regulations for Environmentally Sensitive Areas as identified by the Department of Water and Environmental Resources (DWER).

There is no vegetation removal recommended as part of this bushfire management plan.

2.1 Native vegetation – modification and clearing

The site has been checked against the Native Vegetation mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005). Native vegetation is indicated on the site, as shown in the image below.

The asset protection zone, as required in this APZ, will not require the removal of native vegetation.



Figure 4: Map of Native vegetation

2.2 Revegetation/landscape plans

All landscaping to comply with the APZ requirements as listed in this BMP.

3 Bushfire Assessment

3.1 Site Assessment

The assessment of this site/development was undertaken on 13 March 2023 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2018 Simplified Procedure (Method 1).

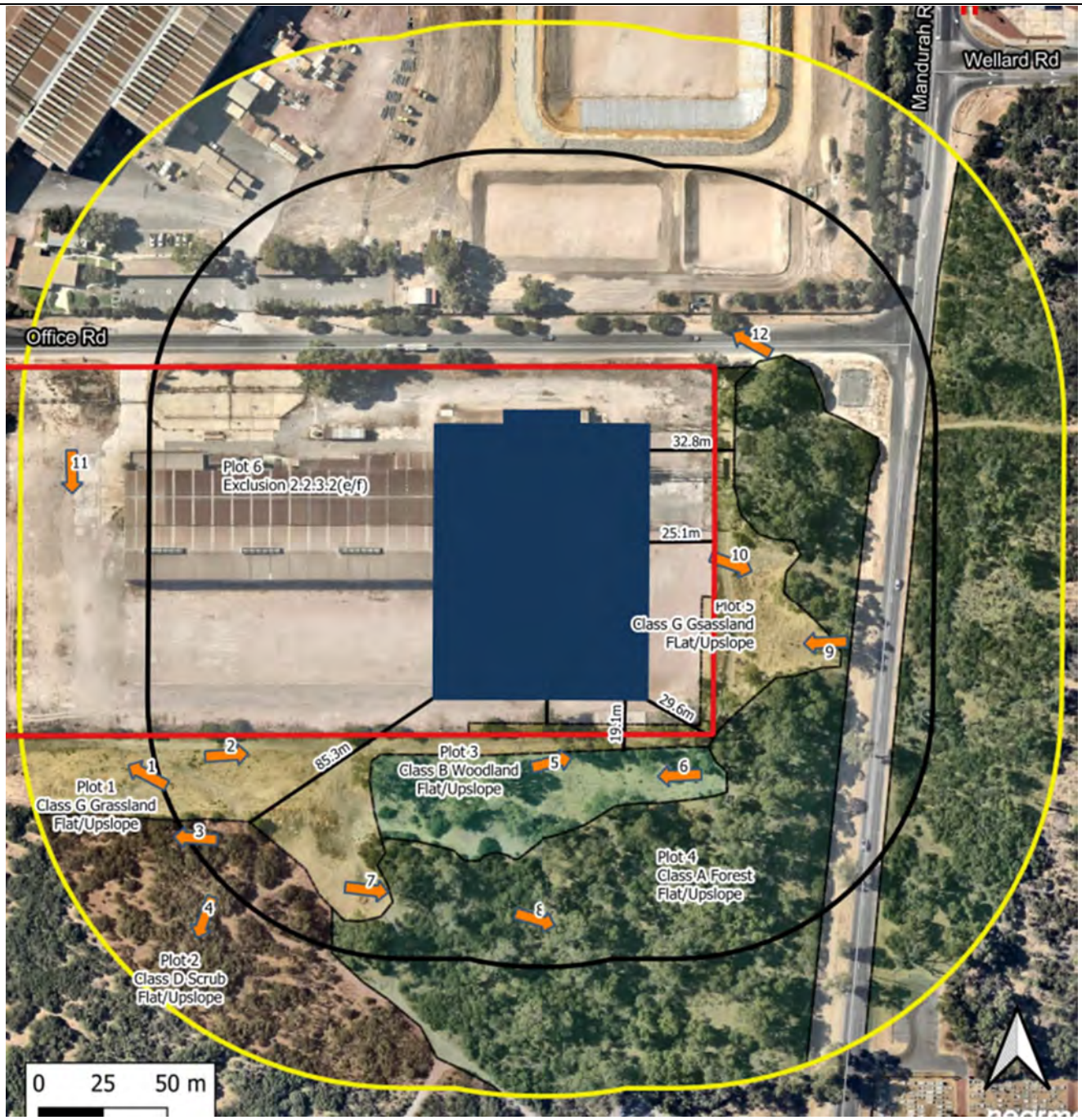

Figure 5: Vegetation Classification	Legend
Lot 1728 (#60) Office Road, East Rockingham, WA, 6168	Subject Lot 150m Buffer Line 100M Buffer Line Class A Forest Class B - Woodland Class C - Shrubland Class D - Scrub Class G - Grassland Excludable Photo Points
Assessment Date: 13 March 2023 Prepared by: Nathan Peart Accreditation Level: 3 Accreditation Number: 38808	

3.2 Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot:	1	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification

Semi-managed grasses >100mm, recently slashed with small amounts of scrub regrowth occurring.



Photo ID: 1



Photo ID: 2

Plot:	2	Vegetation Classification or Exclusion Clause	Class D Scrub - Open scrub D-14

Description / Justification for Classification

Scrub up to 5m with unmanaged grassy understorey. Overstorey foliage <30%



Photo ID: 3



Photo ID: 4

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Plot:	3	Vegetation Classification or Exclusion Clause	Class B Woodland - Open woodland B-06

Description / Justification for Classification

Mature trees spaced over grassland with low overstorey foliage (<30%). Trees are up to 20m with grassy understory.



Photo ID: 5



Photo ID: 6

Plot:	4	Vegetation Classification or Exclusion Clause	Class A Forest - Open forest A-03

Description / Justification for Classification

Forest with tall mature trees up to 20m with scrub, shrubland understory and unmanaged grasses. Overstory foliage >30%.



Photo ID: 7



Photo ID: 8

Plot:	5	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification
Unmanaged grassland >100mm with occasional tree throughout plot. Overstory foliage <10%



Photo ID: 9



Photo ID: 10

Plot:	6	Vegetation Classification or Exclusion Clause	Excludable - 2.2.3.2(e/f) Non-Vegetated Areas

Description / Justification for Classification
Entire subject lot is largely non-vegetated with low, under pruned trees spaced along office road.



Photo ID: 11



Photo ID: 12

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Vegetation classification notes:

Plot 1:

There is a substantial track around the external boundary of the lot that is non-vegetated and could be expected to remain in this non vegetated state. However, this track has been included in the grassland plot 1 to allow for possible growth in the future. Swales planned within the lot boundary have been included in the grassland plot 1.

Plot 3:

Photos 5 and 6 show significant cleared area within this pot with several isolated trees. Shadows on the ground in the above photos along with the aerial demonstrates the foliage cover is well under 30 %. There is no shrubs or undergrowth in this area and the canopy of the trees in this area is separated form the forest plot 4. Therefore plot 3 has been classified as woodland.

It is not expected that this area will substantially change during the lifetime as the project, rather it is expected vegetation to the south of the lot will be reduced due to planned development of southern lots.



Area of Woodland plot: 4433m²



Area of Foliage cover: 714.81m²

Percentage of foliage cover for plot: 16.12% It should be noted this is an over estimation of the foliage cover as the tree foliage cover is assumed at 100% to allow for worst case.

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All vegetation within 150 metres of the site was classified in accordance with clause 2.2.3 of AS3959-2018.

The Fire Danger Index (FDI) – 80-and table 2.4.3 AS3959-2018 applied.

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class G Grassland	Flat/Upslope	8.8m	BAL – 29
2	Class D Scrub	Flat/Upslope	85.3m	BAL – 12.5
3	Class B Woodland	Flat/Upslope	19.1m	BAL – 29
4	Class A - Forest	Flat/Upslope	29.6m	BAL – 29
5	Class G Grassland	Flat/Upslope	25.1m	BAL – 12.5
6	Excludable – Clause 2.2.3.2(e/f)	N/A	N/A	BAL – LOW

Table 2: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL – 29

4 Bushfire Hazard Issues

The proposed development is for an industrial workshop to be used for fabrication and manufacture off steel products. As part of this process, chemicals are to be stored on site. The storage of chemicals is incidental and not the main use of the site with the floor area dedicated to chemical storage approximately 2% of the workshop floor.

The chemical storage is in the northwest corner of the workshop which is at the lowest risk of impact during a bushfire event and will be stored correctly to reduce risk as per the product data and safety sheets. Given this, it is the opinion of Bushfire Smart that the site does not constitute a high-risk land use and storage of the chemicals on site will not increase the risk of a bushfire.

5 Assessment against the Bushfire Protection

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken for any strategic planning proposal, subdivision and development application for a site that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section details the measure to be taken so that this proposal complies with these.

Element 1: Location

Intent:

The intent of this element is to ensure the proposal is located in the least possible risk of bushfire to facilitate the protection of people, property and infrastructure. To satisfy the intent, the proposal is required to be located in an area where the bushfire hazard assessment is or will, on completion, be moderate or low, or a BAL–29 or below, and the risk can be managed.

Proposed bushfire management strategies:

Element 1 will be satisfied using Acceptable Solution A1.1. The proposal is located in an area that on completion, will be in an area that is a moderate bushfire level wit a maximum BAL level of 29.

Element 2: Siting and design of development

Intent:

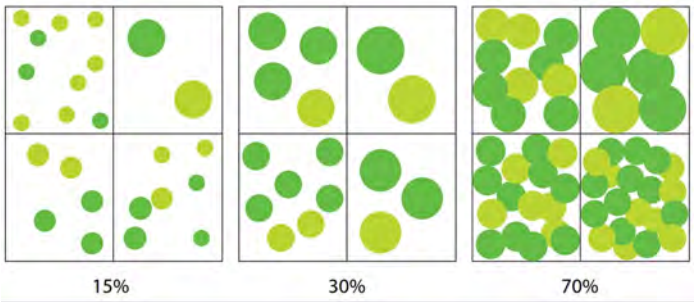
The intent of this element is to ensure that the siting and design of development minimises the level of bushfire impact.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solution A2.1 Asset Protection Zone (APZ). APZ distances are measured from rom any external wall or supporting post or column of the proposed building(s) and to be:

APZ not required as determined BAL-29 achievable before construction, however entire lot should be managed to APZ standards as per Schedule 1 of the guidelines, extract shown below.

Schedule 1: Standards for asset protection zones (WAPC 2021)

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959)
Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness)	• Should be managed and removed on a regular basis to maintain a low threat state. • Should be maintained at <2 tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel or crushed mineral earth or wood mulch >6 millimetres in thickness.
Trees* (>6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be <15 per cent of the total APZ area. • Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ. Figure 19: Tree canopy cover – ranging from 15 to 70 per cent at maturity 
Shrub* and scrub* (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps >5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 metres in height. Ground overs >0.5 metres in height are to be treated as shrubs)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.
Grass	Grass should be maintained at a height of 100 millimetres or less, at all times. Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation
Defendable space	Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

Element 3: Vehicular Access

Intent:

To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solutions:

A3.1 Public Roads

The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads.
Public roads are to meet the minimum technical requirements in Table 6, Column 1.

A3.2a Multiple access routes

Public road access is provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access). Office Road onto Patterson Rd, the second access Is via Office Road onto Mandurah Road.

A3.2b Emergency access way- Not Applicable

A3.3 Through-roads – Not Applicable

A3.4a Perimeter Roads – Not Applicable

A3.4b Fire service access route – Not Applicable

A3.5 Battle-axe access legs – Not Applicable

A3.5 Private Driveways

The proposal is within a reticulated area, speed limit on the road is 70km/h or less, however driveways are greater than 70 metres. Therefore,
private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

TECHNICAL REQUIREMENTS	1 Public roads	2 Emergency access way[1]	3 Fire service access route[1]	4 Battle-axe and private driveways[2]
Minimum trafficable surface (metres)	In accordance with A3.1	6	6	4
Minimum horizontal clearance (metres)	N/A	6	6	6
Minimum vertical clearance (metres)	4.5			
Minimum weight capacity (tonnes)	15			
Maximum grade unsealed road[3]	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Maximum grade sealed road[3]		1:7 (14.3%)		
Maximum average grade sealed road		1:10 (10%)		
Minimum inner radius of road curves (metres)		8.5		

Notes:

[1] To have crossfalls between 3 and 6%.

[2] Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

[3] Dips must have no more than a 1 in 8 (12.5% -7.1 degree) entry and exit angle.

Element 4: Water

Intent:

To ensure that water is available to enable people, property and infrastructure to be defended from bushfire.

Proposed bushfire management strategies:

Element 4 will be satisfied using Acceptable Solutions:

A4.1 Identification of future water supply – Not Applicable

A4.22 Provision of water for firefighting purposes

Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard. Hydrant access is provided adjacent to the north-eastern lot boundary on Office Road.

6 Implementation

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

Management Action	Timing
Occupants	
Maintain vehicular access routes to the required surface condition and clearances	Ongoing
Maintain the Asset Protection Zone (APZ) over the entire lot.	Ongoing

6.1 Acknowledgement

Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

7 General References

Standards Australia 2009, *AS 3959-2018 Construction of buildings in bushfire-prone areas*, Sydney

WA Department of Planning 2016, *Visual Guide for bushfire risk assessment in Western Australia*

Western Australian Planning Commission (WAPC) 2015, *State Planning Policy 3.7 Planning in Bushfire Prone Areas*, Western Australian Planning Commission, Perth, Perth

Western Australian Planning Commission and (WAPC) 2021, *Guidelines for Planning in Bushfire Prone Areas Version 1.4*, Western Australia

8 Online references

Office of Bushfire Risk management (OBRM) 2017, Map of Bush Fire Prone Areas, Viewed March 23, < https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Office of Bushfire Risk Management (OBRM), Bushfire Risk Management (BRM) Plan Guidelines, Viewed March 23.

WA Local Government Association (WALGA), Environmental Planning Tool, Viewed March 23, < pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html>

9 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)

08 9555 9444
BAL@bushfiresmart.com.au
Address: 71 Allnutt Street, Mandurah, 6210
Postal: PO Box 4160, Mandurah North, WA, 6210



Legend

- Subject Lot
- Proposed Development
- Driveway
- H Water Hydrant

Bushfire Protection Criteria

APZ requirements: APZ not required as determined BAL-29 achievable before construction, however entire lot to be managed to APZ standards.

Driveway requirements: private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

Water Requirements: Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard.

Figure 6: Spatial Representation of proposed risk management measures.

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

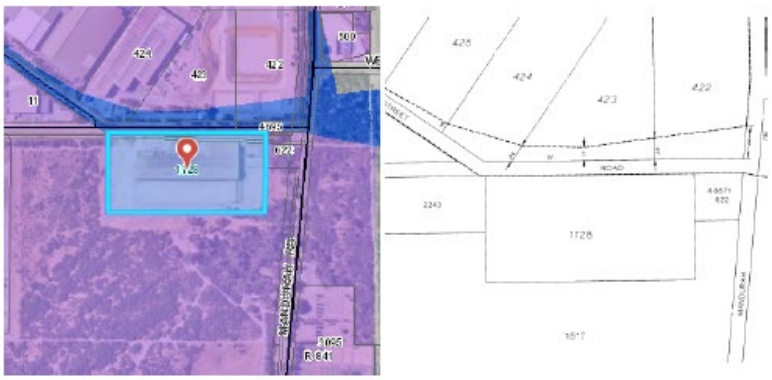
Assessment Date: 13 March 2023
Prepared by: Nathan Peart
Accreditation Level: BPAD Level 3
Accreditation Number: 38808
Accreditation Expiry: May 2024

08 9555 9444
BAL@bushfiresmart.com.au
Address: 71 Allnutt Street, Mandurah, 6210
Postal: PO Box 4160, Mandurah North, WA, 6210

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Liang Ming Lee Graduate Engineering Officer | Strategy and Engagement **Department of Planning, Lands and Heritage** **(First Submission)**	140 William Street PERTH WA 6000 LiangMing.Lee@dplh.wa.gov.au	Further to your correspondence dated 15 June 2023, in accordance with the WAPC's Instrument of Delegation dated 18 January 2022, the following comments are provided. This proposal seeks approval for an industrial workshop and office. **Land Requirements** The site abuts Office Road, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 2 per Plan Number SP 694/5. Lot 1728 is not affected by the ORR reservation per Land Requirement Plan No. 1.3137/1. **Access** Access to the site is proposed to be obtained via two new full movement crossovers. The Department supports a single access to Office Road in accordance with WAPC's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of crossovers to regional roads. **Transport Impact Statement** The above report, by Transcore (March 2023), states that the development will generate 474 daily trips and 80 trips during AM and PM weekday peak periods. Recommendation The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds subject to the following recommendations: • A single point of access (only) is supported to service the development as outlined above; • The subject site is located within the Westport planning area and has been referred to Westport for comment. Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6552 4773 or via email (liangming.lee@dplh.wa.gov.au).  Land Requirement Plan 1.3137/1  MRS
Simon Luscombe Principal Planning Officer | Strategy and Engagement **Department of Planning, Lands and Heritage** **(Second Submission)**	140 William Street PERTH WA 6000 LiangMing.Lee@dplh.wa.gov.au	Further to the discussion with the City on 21 July 2023, in accordance with the WAPC's Instrument of Delegation dated 18 January 2022, the following updated comments are provided. This proposal seeks approval for an industrial workshop and office. Land Requirements Office Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 2 per Plan Number SP 694/6. Lot 1728 is not affected by the ORR reservation per Land Requirement Plan No. 1.3137/1.

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
Cont…		Access Access is proposed to be obtained via three new full-movement crossovers. The Department has no objection to two access points to Office Road in accordance with WAPC's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers to regional roads. The supporting Transport Impact Statement by Transcore (March 2023), states that the development will generate 474 daily trips and 80 trips during AM and PM weekday peak periods. Recommendation The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds and recommends that warrants for auxiliary turning lanes for the access points be provided (if required). Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6552 4773 or via email (liangming.lee@dplh.wa.gov.au). OFFICIAL  Land Requirement Plan 1.3137/1 MRS
Simon Luscombe Principal Planning Officer | Strategy and Engagement **Department of Planning, Lands and Heritage** **(Third Submission)**	140 William Street PERTH WA 6000 Simon.luscombe@dplh.wa.gov.au	With reference to the rationale provided by the City on 31 August 2023, in accordance with the WAPC's Instrument of Delegation dated 18 January 2022, the following updated comments are provided. This proposal seeks approval for an industrial workshop and office. **Land Requirements** Office Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 2 per Plan Number SP 694/6. Lot 1728 is not affected by the ORR reservation per Land Requirement Plan No. 1.3137/1. **Access** Access is proposed to be obtained via three crossovers. **Recommendation** As Main Roads' Heavy Vehicle Services has advised that they have no objection to the provision of three access points to the site, the Department of Planning, Lands and Heritage has no objection on ORR planning grounds. (Contact: Rich Bain, Manager Heavy Vehicle Road Network Access, email correspondence, 1 September 2023)

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
Cont…		OFFICIAL  Land Requirement Plan 1.3137/1 MRS
2. Jared Veenendaal Senior Statutory Planning Officer **City of Kwinana**	PO BOX 21 KWINANA WA 6966 Jared.Veenendaal@kwinana.wa.gov.au	The City refers to your correspondence dated 22 June 2023 in relation to the above-mentioned development located in close proximity to the City of Kwinana boundary. A review of the application has been undertaken with the following comments being made for your consideration: • The intersection of Mandurah Road and Office Road is performing optimally during peak hours. Considering the intersection's performance, it is recommended the proposed crossover to the west of the site be converted to 'entry-only', and the crossover on the east be 'exit-only'. • Although the peak hour volume, as indicated in the TIS report, does not warrant a dedicated turning pocket for vehicle entry, it is recommended a turning pocket be required for the western crossover. This turning pocket will avoid vehicle queuing during AM peak hours and avoid large vehicle lane correction. Lane widening (for the turning pocket) may require tree removal and internal modifications. • At present, there are no pits and/or pipes for Office Road. Stormwater runoff currently flows as overflow towards the verge. It is therefore recommended that the stormwater system on the development site be designed to accommodate a 1% Annual Exceedance Probability (AEP) storm for the critical duration. If you have any queries or would like to discuss the above comments, please contact the undersigned of the City's Planning Department on 9439 0424.
3. Samantha Lappan Planning Assessment Officer Office of the Managing Director **Main Roads WA**	PO Box 6202 EAST PERTH WA 6892 samantha.lappan@mainroads.wa.gov.au	Thank you for your referral dated 22 June 2023 inviting comment on the development application for Lot 1728 (60) Office Road, East Rockingham. Main Roads has no objection.

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
4. Darshil Parikh Urban Planning and Project Approvals Infrastructure Planning and Approvals (IPA) **APA Group**	Eastpoint Plaza Level 5 233 Adelaide Terrace PERTH WA 6000 PlanningWA@apa.com.au (Darshil.Parikh@apa.com.au)	Thank you for your referral request received on 22 June 2023 in relation to the proposed demolition of existing warehouse and construction of industrial workshop and office at the above mentioned site – Ref: 20.2023.62.1 - D23/121886. APA Group (APA) is Australia's largest natural gas infrastructure business and has direct management and operational control over its assets and investments. APA's gas transmission pipelines span across Australia, delivering approximately half of the nation's gas usage. APA owns and operates over 15,000km's of high pressure gas transmission pipelines across Australia. APA is the Pipeline Licensee for the Parmelia Gas Pipeline, located approximately 45 metres east of the subject site. Section 3.1 of Planning Bulletin 87: High Pressure Gas Transmission (PB87) identifies the following type of development is exempt from PB87 requirements: *Small-scale infill land uses, subdivisions or development which completes or rounds-off existing land use, subdivision or development that is already at a lesser setback distance than defined in table one other than sensitive developments as defined in Part 5 of Appendix 1.* Given the nature and scale of development it is considered exempt from PB87 requirements. On this basis, and the separation between the pipeline and proposed development, APA has no objection to the proposal and no technical commentary to make. For any further enquiries in relation to this correspondence, please contact myself on 03 8626 8523 or APA's Infrastructure, Planning & Approvals team by email at PlanningWA@apa.com.au.
5. Matt Calabro Senior Planner – Land Planning Development Services **Water Corporation**	PO Box 100 LEEDERVILLE WA 6902 Matt.Calabro@watercorporation.com.au	Thank you for your letter dated 22nd June 2023. We offer the following comments regarding this proposal. Reticulated water is currently available to the subject area. All water main extensions, if required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. The subject area falls outside a planned sewerage catchment. This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued. For further information about building applications, the developer should follow this link: https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works. Water Corporation may also require land being provided for works. Please provide the above comments to the landowner, developer and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact me at matt.calabro@watercorporation.com.au

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
6. Rashidah MacLeod Transport and Land Use Planner | Infrastructure Planning and Land Services **Public Transport Authority of Western Australia**	PO Box 8125 PERTH BC WA 6849 WAPCreferrals@pta.wa.gov.au	With regards to your email dated, 22 June 2023, the Public Transport Authority (PTA) has no objections to the above proposal subject to the following conditions: 1. All construction works must be contained within the lot boundaries and as such management protocols must be in place for all construction methods, to the satisfaction of Arc Infrastructure. **Justification for condition -** Condition confirms ensure that no material is placed within the rail corridor boundary. 2. Services must not across the rail corridor, either above or below ground. **Justification for condition –** Condition confirms that services including water, electricity, fibre optic, gas etc. are not permitted within the rail corridor. 3. No parking of construction equipment, are permitted on rail corridor land at any time. **Justification for condition –** Condition protects the railway corridor. 4. Drainage must not be discharged into the railway corridor. **Justification for condition –** Protects the function of the rail corridor. 5. No clearing of Native vegetation is permitted in the rail corridor. 6. Dust suppression methods must be implemented to the satisfaction of Arc Infrastructure. **Justification for condition –** Protect the function of the rail corridor. 7. Effective hygiene and biosecurity management must be in place to ensure there is no spread of weeds or diseases into rail corridor land to the satisfaction of Arc Infrastructure. **Justification for condition –** Condition ensures the protection of the rail corridor its maintenance as well as the protection of significant flora and fauna within the rail corridor. 8. All bushfire management for the lots must be achieved outside of the rail corridor. **Justification for condition –** Condition ensures that the railway corridor is not utilised to meet bushfire management requirements. Please send a copy of the City's final determination to WAPCReferrals@pta.wa.gov.au
7. Jane Sturgess Planning Advice - Kwinana Peel Region **Department of Water and Environmental Regulation** **(First Submission)**	PO Box 332 MANDURAH WA 6210 jane.sturgess@dwer.wa.gov.au	Thank you for providing the development application received with correspondence dated 22 June 2023 for the Department of Water and Environmental Regulation (Department) to consider. The Department has identified that the proposed industrial workshop and office has the potential for impact on environment and water resource values and management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed. **Issue** Industry Regulation **Advice** The Department regulates emissions and discharges from the construction and operation of Prescribed Premises through a works approval and licensing process, under Part V of the Environmental Protection Act 1986 (EP Act). The categories of Prescribed Premises are outlined in Schedule 1 of the Environmental Protection Regulations 1987.

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><th>Name</th><th>Address</th><th>Comment</th></tr>
<tr><td>7. Cont…</td><td></td><td>
The EP Act requires a works approval to be obtained before constructing a Prescribed Premise and makes it an offence to cause an emission or discharge unless a licence is held for the premises.
The provided development referral request was reviewed in relation to works approval and licence requirements under Part V Division 3 of the EP Act.
Based on the information provided the proposed intensive chemical storage, metal coating and metal finishing activities will cause the premises to become Prescribed Premises as per Part V Division 3 of the EP Act, if it has the capability to meet or exceed the design capacity of the relevant category under Schedule 1 of the Environmental Protection Regulations 1987 for:
<table>
<tr><th>Category No</th><th>Description of Category</th><th>Production or Design Capacity</th></tr>
<tr><td>48A</td><td>Metal Finishing: premises on which iron or steel is galvanized.</td><td>No threshold</td></tr>
<tr><td>73</td><td>Bulk storage of chemicals, etc: premises on
which acids, alkalis or chemicals that —
(a) contain at least one carbon to carbon bond; and
(b) are liquid at STP (standard temperature and pressure),</td><td>1000 cubic meters in aggregate</td></tr>
<tr><td>81</td><td>Metal coating: premises on which metal products (excluding vehicles) are spray painted, powder coated or enamelled.</td><td>1000 litres or more per year (paint or powder)</td></tr>
</table>
The EP Act makes it an offence to undertake any work which causes a premises to become, or become capable of being, a Prescribed Premises unless the work is undertaken in accordance with a works approval. It is also an offence under the EP Act to cause an emission or alter the nature or volume of waste, noise or odour from the Prescribed Premises, unless done so in accordance with a works approval or licence or a registration (for operation) is held for the premises.
The Applicant is therefore advised to refer to the information and Industry Regulation Guide to Licensing available at DWER Regulatory documents | Western Australian Government (www.wa.gov.au) or if they have any queries relating to works approvals and licences to contact the Department at info@dwer.wa.gov.au or 6364 7000.
Issue
Contaminated Sites
Advice
The site is identified as ‘Possibly Contaminated – Investigation Required’. Please refer to Attachment 1 for correspondence from the Delegated Officer under section 91 of the Contaminated Sites Act 2003.
</td></tr>
</table>

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
7. Cont…		**Issue** Groundwater Use **Advice** The subject area is located in the Cockburn groundwater area (Wellard subarea) as proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer, is subject to licensing by the DWER. The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee. Please contact the water licensing section on 9550 4222 for further advice. Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licenses and/or approvals. In the event that the applicant determines that a works approval or licence application is required under Part V of the Environmental Protection Act 1986 (EP Act), the advice provided in this communication does not prejudice and must not be considered to infer the outcome of the EP Act licence and works approval process. In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed. Should you require any further information on the comments, please contact the undersigned at the Mandurah office on 9550 4228.
Andrew Miller Senior Manager Contaminated Sites **Department of Water and Environmental Regulation (Second Submission)**	Locked Bag 10 JOONDALUP DC WA 6919 Mariesa.greenwood@dwer.wa.gov.au	I refer to your letter dated 22 June 2023 to the Department of Water and Environmental Regulation (the department) regarding an application from the City of Rockingham for the proposed development of the above-mentioned lot. The proposed development comprises the demolition of a large warehouse and construction of a large workshop with an office area, 186 car bays and landscaping. Based on supplied information, the site is intended to be used for design, manufacturing (of bolts, beams, channels and trusses) and supply of mining products. These activities will include the storage of more than 1,000 square metres of chemicals and metal coating of more than 1,000 litres per year for products manufactured on Lot 1728. Land at Lot 1728 on Plan 166742 (the site) was classified under the CS Act as possibly contaminated – investigation required on 26 July 2010 and a memorial (reference number L417034) was placed on the certificate of title. The classification was based on a limited soil and groundwater investigation in 2010, which found heavy metals and hydrocarbons (such as from diesel) in soil at concentrations exceeding ecological and/or health-based investigation levels for commercial and industrial land use relevant at the time. The investigation did not identify any contaminants in groundwater, however, the department notes that the detection limit for multiple analytes was above the assessment criteria for non-potable use of groundwater at the time, and that samples were not analysed for the presence of polycyclic aromatic hydrocarbons. The department understands that the site was used for abrasive blasting, and metal treatment and coating from 1983 until recently. A review of historical aerial imagery indicates that the site has been used for industrial use since sometime between 1979 and 1981, and has remained relatively unchanged since.

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><th>Name</th><th>Address</th><th>Comment</th></tr>
<tr><td>7. Cont…</td><td></td><td>The department notes that the development application does not include a change to a more sensitive land use. Therefore, the department has no objection to the proposed development of Lot 1728 and recommends that the approval should not include a contamination condition.
However, given the risks associated with the potential disturbance of contaminated soil beneath the site, the department recommends that the following advice note be applied to any approval granted by the City of Rockingham:
Advice
A construction environmental management plan should be prepared to address the risks associated with potential exposure of soil contamination from beneath the site.
If groundwater is proposed to be abstracted, analytical testing should be carried out to determine whether the groundwater is suitable for its intended use.
If you have any queries in relation to the above, please contact Environmental Officer, Mariesa Greenwood, on 6364 7194.</td></tr>
<tr><td>8. Tristan Whiting
Senior Land Use Planning Officer
Department of Fire and Emergency Services</td><td>20 Stockton Bend
COCKBURN CENTRAL WA 6164
advice@dfes.wa.gov.au

tristan.whiting@dfes.wa.gov.au</td><td>I refer to your letter dated 22 June 2023 regarding a Bushfire Management Plan (BMP) (Revision 1), prepared by Bushfire Smart and dated 17 March 2023 for the above joint development application (JDAP).
This advice relates only to State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary.
This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.
<u>Assessment</u>
• It is noted the proposed development has been identified by the City as high-risk land use.
• Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below.
1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map
<table>
<tr><th>Issue</th><th>Assessment</th><th>Action</th></tr>
<tr><td>Vegetation Classification</td><td>Plot 3 cannot be substantiated as Class B Woodland with the limited information and photographic evidence available. The foliage cover appears to exceed 30% and photos are not taken from an angle that allows canopy to be assessed.</td><td>Modification to proposal and/or the BMP is required.</td></tr>
</table>
</td></tr>
</table>

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><th>Name</th><th>Address</th><th>Comment</th></tr>
<tr><td>8. Cont…</td><td></td><td>
<table>
<tr><th>Issue</th><th>Assessment</th><th>Action</th></tr>
<tr><td>Vegetation Classification</td><td>The area is contiguous to Class A Forest and therefore, in the absence of management, it would be reasonable to assume it would mature to a higher classification.
The BMP should detail specifically how the Class B Woodland classification was derived as opposed to Class A Forest.
If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as perAS3959, or the resultant BAL ratings may be inaccurate.</td><td>Modification to proposal and/or the BMP is required.</td></tr>
<tr><td>Vegetation Exclusion</td><td>Evidence to support the exclusion of Plot 6 as managed to low threat in accordance with AS3959 is required.
The vegetation classification map (Figure 5) seems to show vegetation excluded outside the lot boundary on the western and southern sides and a narrow strip along the eastern boundary.
There is no evidence to support that these areas would be managed to low threat in accordance with AS3959 in perpetuity.</td><td>Modification to proposal and/or the BMP is required.</td></tr>
</table>
</td></tr>
</table>

Name	Address	Comment
8. Cont…		

Issue	Assessment	Action
	Furthermore, the submitted landscape concept plan indicates a drainage swale to the east and southern boundaries, inside the site. No management plans have been proposed and drainage swales can be difficult to maintain to a low threat condition. The plans indicate only 6m between the drainage swale and the closest part of the building on the southern elevation.	

2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Location, Siting and Design	**A1.1 & A2.1 – not demonstrated** The BAL ratings cannot be validated for the reasons outlined in the above table.	Modification to the BMP and supporting information is required.

3. Policy Measure 6.6.1 Vulnerable and High-Risk land uses

Issue	Assessment	Action
Emergency Evacuation Plan/ Risk Management Plan	The referral has not included a 'Bushfire Emergency Evacuation Plan' or a Risk Management Plan. SPP 3.7 recognises that vegetation is not necessarily the only fuel in a bushfire event and that certain land uses may potentially ignite a bushfire, prolong its duration, or increase its intensity. Consideration should be given to the Guidelines Section 5.6 Proposing a high-risk land use in a bushfire prone area.	Comment only.

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><td>Name</td><td>Address</td><td>Comment</td></tr>
<tr><td>8. Cont…</td><td></td><td>
<table>
<tr><th>Issue</th><th>Assessment</th><th>Action</th></tr>
<tr><td></td><td>A Risk Management Plan should address bushfire risk management measures for any flammable on-site hazards.</td><td></td></tr>
</table>
<u>Recommendation - Compliance with Acceptable Solutions not demonstrated - modifications required.</u>
It is critical the bushfire management measures within the BMP are refined to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire.
The proposed development has not demonstrated compliance to the following:
• Element 1: Location
• Element 2: Siting and Design and
The decision maker should ensure that the bushfire risk and hazard reduction/bushfire protection measures are established and understood before making a determination.
If you require further information, please contact Senior Land Use Planner Officer - Tristan Whiting on telephone number 9395 9301.
</td></tr>
</table>

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Daniella Mrdja
Company (if applicable)	Urbanista Town Planning
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	6 October 2023
DAP Application Number	DAP/23/02504
Property Location	Lot 1782 (No. 60) Office Road, East Rockingham
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☒ **AGAINST** ☐
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* A summary of the land use and proposed development within the context of the area and our submissions in relation to comments received by the referral agencies and the proposed conditions of approval.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation. comments

Please attach detailed content of presentation or provide below:

Please see attached.

URBANISTA
TOWN PLANNING

2 October 2023

Mr Eugene Kotasz
Presiding Member
Metro Outer Joint Development Assessment Panel
daps@dplh.wa.gov.au

Dear Mr Kotasz,

NO. 60 OFFICE ROAD, EAST ROCKINGHAM

PROPOSED INDUSTRIAL DEVELOPMENT (GENERAL LICENCED)

The subject application is for an industrial development with an estimated cost of $10 million and therefore requires the determination of the Joint Development Assessment Panel. The application was lodged on 29 March 2023 and after the submission of additional information and amended plans and working collaboratively with the City of Rockingham, it is recommended that the application be approved.

THE PROPOSAL

The subject application proposes the demolition of the existing buildings on site and construction of an industrial development on the eastern half of No. 60 Office Road, East Rockingham.

The subject site and the surrounding lots to the south are zoned 'Special Industry' and in accordance with the City's Town Planning Scheme No. 2 (TPS2), can only be developed for licenced, hazardous or noxious industrial land uses. Almost all other land uses are prohibited in this zone.

The proposed development includes a workshop/warehouse with an area of approximately 8800sqm and an administration office and staff area fronting Office Road with an area of 437sqm. All car parking is located in the front setback area and includes a total of 51 car bays.

It is proposed that access to the development is from a crossover near the site's eastern boundary, with vehicles exiting from a shared crossover located towards the centre of the site.

The proposed land use as defined in the City's TPS2 is for 'Industry – General (Licenced)' which means:

> *"an industry which is a category of Prescribed Premises set out in Schedule 1 of the Environmental Protection Regulations 1987 or premises subject to registration set out in Schedule 2 of the Environmental Protection Regulations 1987, but does not include an abattoir, agriculture – intensive, animal husbandry*

– intensive, industry – extractive, industry – hazardous, industry – noxious, industry – primary production, industry – rural, landfill (Prescribed Premises Category 63, 64, 65 and 66), or stockyards"

The company which is to occupy the proposed development specializes in the design, manufacturing, and supply of mining products. The products to be manufactured on-site include bolts, beams, channels, trusses and the like. They will be manufactured on the site in the area identified as 'workshop' on the floor plan, this area includes machinery, presses, maintenance, storage, and laydown areas.

The operations will also include the storage of over 1000m³ of chemicals. These chemicals include at least one carbon to carbon bond and is a liquid at standard temperature pressure and will be fully bunded. The floor plan includes a chemical storage area located near the main office and the storage of these chemicals will be undertaken to limit discharge and risk.

The operations will also include metal coating undertaken in the paint booth facility within the warehouse located in the north-eastern portion of the building on the floor plans. This will be used to paint products such as the steel bolts manufactured on the site.

An application for the western half of the site will be prepared at a later date. However, it is noted that there is no intention for the site to be subdivided and it is most likely that a separate business will occupy this portion of the site.

ASSESSMENT COMMENTS FOR DISCUSSION

Built Form

As outlined in the City's RAR, the proposal complies with the City's East Rockingham Industrial Zones Policy with respect to built form provisions including building setbacks, fencing, services and storage.

Landscaping

The City's Policy requires a 10m wide landscaping strip along the along a street boundary. As an alternative, the development proposes a 5.5m wide landscaping strip, which includes the planting of 11 trees as well as the retention of two significant trees located to the west of the central crossover.

The development then proposes 27 car bays, which are broken into clusters of three with 5m wide landscaped 'islands' between the bays. It is proposed that 17 trees be planted within these areas.

In addition, the proposal includes various landscaping strips around the car park and the building that account for the planting of an additional 8 trees.

Currently the site does not have any landscaping on site, except for the large tree that is proposed to be retained near the Office Road boundary and a few small bushes along the south boundary. The proposal includes a total of 860sqm of landscaping within the street setback area and the planting of 35 new trees in the eastern half of the site alone. In addition, recommended condition 12(v) requires 12 trees to be planted

along the Office Road verge, which the applicant has no objection to. This is an additional 8 verge trees to what currently exists along Office Road.

The application proposes a significant increase in on-site and verge landscaping as well as a considered design that includes the retention of an established and significant on-site tree.

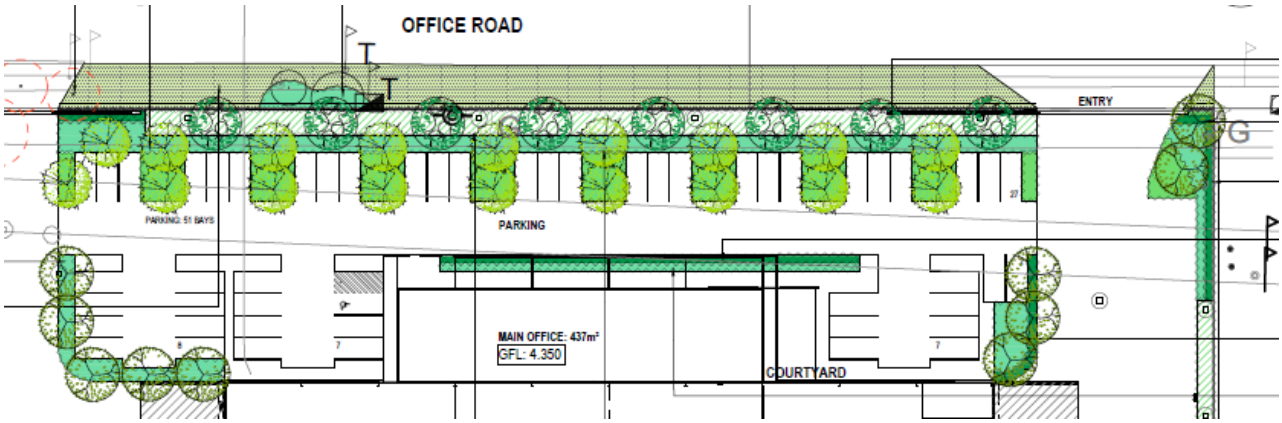


Figure 1: Proposed Landscaping in the Street Setback Area (KDLA, August 2023)

Parking

In accordance with clause 4.15 and Table 2 of the City's LPS2, the development requires 185 on site car bays to be provided, however only 51 bays have been provided on site.

As illustrated in the application documentation, the business proposed for the site will operate with no more than 40 staff members at any one time and very little customers/visitors coming to the site. Whilst the Scheme requires significantly more car bays than what is actually needed on site, it is not considered appropriate to provide a gross oversupply of parking, at the expense of landscaping and usable space, for unwanted car parking.

In supporting this approach to the on-site car parking proposed, condition 20 has been applied to restrict the number of staff to 40 persons.

Notwithstanding, should additional staff be required, additional car parking can be accommodated in a parallel form along the site's eastern and southern boundary.

Traffic and Access

Initially the application proposed three full movement crossovers across the site. When the application was referred to the DPLH for comment, they advised that they did not support the third crossover and that a maximum of two should be proposed. The City and the DPLH also suggested that a right turn lane be provided on the approach to crossovers.

As a result of these concerns raised, amended plans were prepared which amended the external layout and function of the site. The amended plans alter the function of the internal vehicle movements by proposing a

'one-way' function and including eastern and western entry only access points and a central exit crossover and access point. This central access point will be common to the proposed development and a future development on the western side of the site, therefore consolidating vehicle access points to the site.

With respect to the number of crossovers, the applicant submits that this is appropriate to allow trucks to enter through one crossover and exit through the other crossover. These 'one-way' movements remove the need for trucks to turn or reverse within the site, creating a safer and more functional environment.

In regards to the third (western) crossover, it is expected that this crossover will be utilised by a future development on the western side of the lot, much like the proposed eastern crossover. Whilst it is noted that this crossover will not be used by the proposed development, this crossover is existing and remains in situ. It would be unreasonable to require our client to remove this crossover and reinstate the verge, when it is expected that this will be used by a future development.
In regards to the right turning lanes, it was suggested that based on the information provided in the Traffic Impact Statement, a turning pocket should be constructed so that when a vehicle is turning right into the site, the traffic can continue to flow by deviating into the pocket and bypassing the turning vehicle. These 'pockets' would be constructed within the northern verge space on Office Road and required for vehicles travelling eastbound only. In addition, given the road surface only has width of 7m currently, the road will need to widened on the northern side of Office Road by 3m to facilitate these pockets.

Part 5.2 of the amended TIS provided by Transcore (pages 171-198 of the JDAP Agenda), provides the proposed development trip generation numbers. The information provided in the TIS suggests that a total of 136 vehicle movements is likely to occur per day, however only 68 vehicles entering the site. Of these 68 vehicles entering the site, there are 45 light vehicles which can enter the site in faster motion than a semi-trailer or a B-double over the course of the day.

Vehicle Type	Traffic generation					
	AM (8:00-9:00)		PM (15:00-16:00)		Daily Weekday	
Light vehicles	25		45		90	
Rigid trucks	2		2		18	
Semi-trailers	2		2		20	
B-doubles	2		2		8	
Total	31		51		136	
In/Out split	entering	exiting	entering	exiting	entering	exiting
	26	5	25	26	68	68

Figure 2: Estimated Trip Generation (Transcore, August 2023)

Additionally, part 5.3 of the TIS notes that based on the general spatial distribution of the existing road network, it is suggested that 70% of vehicles entering the site are likely to be travelling westbound (from Mandurah Road) and only 30% of the vehicles entering the site are travelling eastbound and therefore are required to make a right turn. Based on the modelling provided in parts 5.2 and 5.3 of the TIS, it is suggested that approximately 20 vehicles (13 light vehicles and 7 heavy vehicles) will make a right turn into the site per day.

A review of Main Roads Trafficmap data suggests that Office Road carries an average of 5211 vehicles per day at a speed of approximately 65km/h, which is comparable to a local street access road.

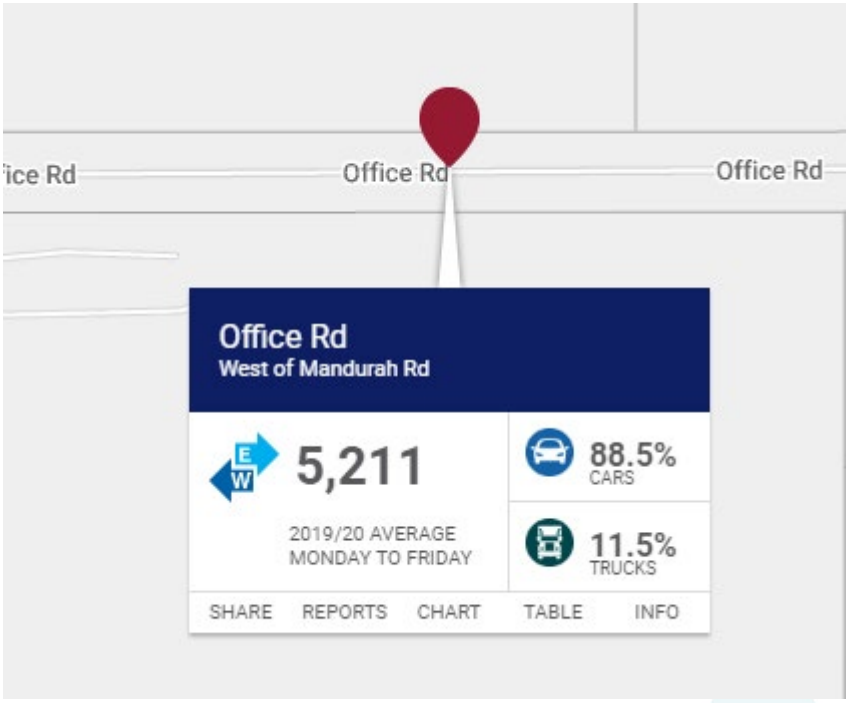


Figure 3: Main Roads Trafficmap Data (Main Roads, October 2023)

Given the low vehicle numbers entering the site per day, the reduced likelihood of vehicles travelling eastbound and therefore having to turn right and the existing low traffic volumes of Office Road, the TIS concluded that it is not considered necessary to provide the turning pocket in this instance.

In addition to the traffic modelling and data pointing towards these turning pockets not being required, it is noted that widening the verge will result in the removal soft landscaping as well as the potential for the removal of existing verge trees. It is also noted that turning pockets have not been provided elsewhere on Office Road.

Notwithstanding the applicant's justification to not provide turning pockets, the City's RAR recommends condition 4, which requires detailed drawings for their construction. In addition, a condition 3 requires that the eastern and western crossovers become exit only and the central crossover is the shared entry.

The applicant strongly objects to the application of conditions 3 and 4 for the following reasons:

- The development attracts very few vehicles day as whole.

- It is anticipated that there will be approximately 20 vehicles per day turning right into the development.
- It is unnecessary to construct over 300sqm of additional road space (and lose landscaping and trees) for the very few times that a vehicle may need to stop or simply break, whilst another vehicle turns right into the subject site.
- If condition 3 is also applied and the vehicle entry is amended to the centre crossover, the turning pocket will interfere the existing crossover that is used by the development on the northern side of Office Road.

Bushfire

A Bushfire Management Plan has been prepared by Bushfire Smart which concludes that the determined BAL is 29. In addition, the BMP assesses the vegetation and identified Class G Grassland, Class B Woodland and Class A Forrest at the rear of the site. An assessment of the proposal based on the vegetation classification determines that the proposal is complies with the Bushfire Protection Criteria set out in Appendix 4 of the Guidelines.

Whilst there was some disagreement as to the classification of the vegetation from DFES, the revised BMP adequately demonstrates that the vegetation has been correctly classified and the City's RAR concurs with this assessment.

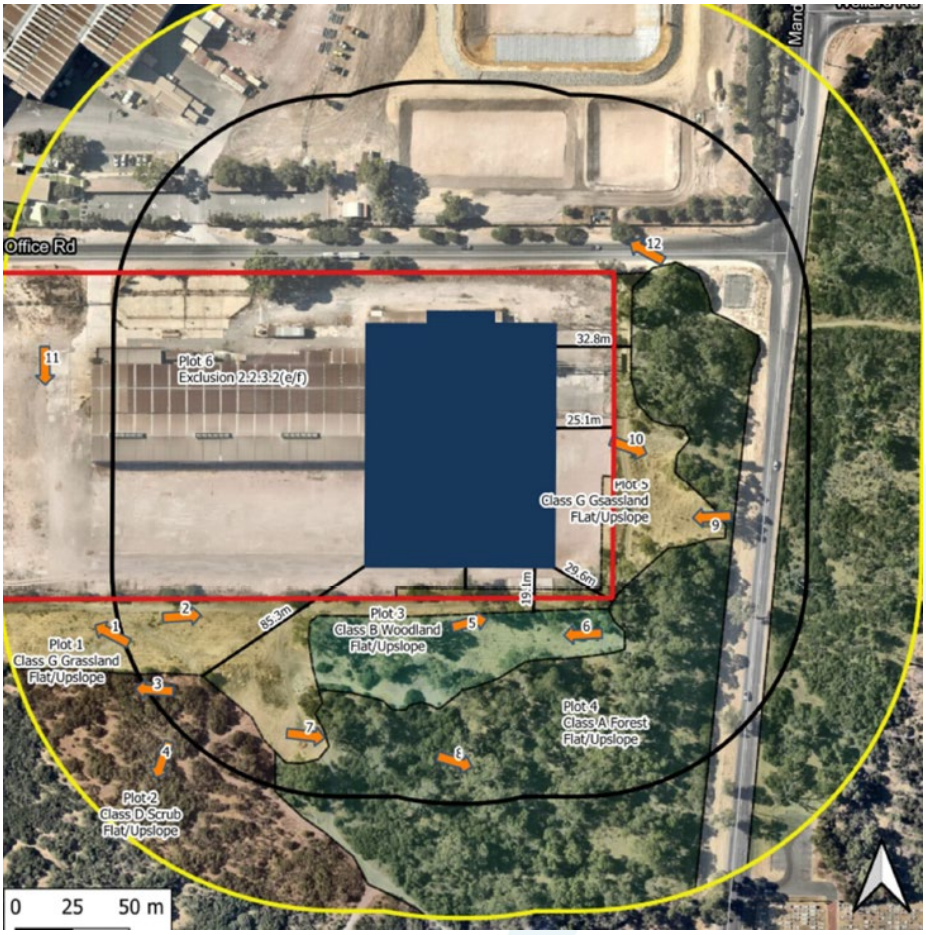
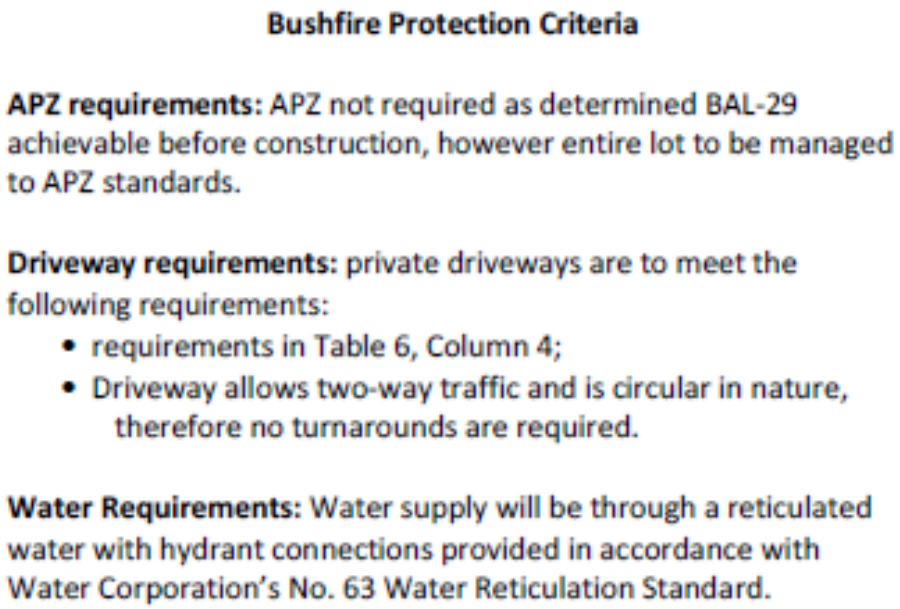


Figure 4: Vegetation Classification (Bushfire Smart, August 2023)

A spatial representation of the three proposed risk management measures are provided in Appendix A of the BMP and include:



Bushfire Protection Criteria

APZ requirements: APZ not required as determined BAL-29 achievable before construction, however entire lot to be managed to APZ standards.

Driveway requirements: private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

Water Requirements: Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard.

Figure 5: Bushfire Protection Criteria (Bushfire Smart, August 2023)

Notwithstanding, condition 19(iv) of the RAR suggests that a fourth measure is included in the proposed measures. Given this is not the case, the applicant seeks the removal of condition 19(iv).

In addition, DFES has suggested that the proposed land use is a 'high risk land use' in accordance with SPP3.7 – Planning in Bushfire Prone Areas and that a Bushfire Risk Management Plan should be prepared. The City has accepted the advice of DFES and condition 13 has been recommended accordingly. Whilst the applicant maintains that the land use does not meet the threshold for being a 'high-risk land use', the applicant does not object to favouring the side of caution and therefore has no objection to proposed condition 13.

SUMMARY

On the whole, the applicant supports the City's RAR for the approval of the proposed development. The proposal is compliant the built form provisions of the City's Policy, provides a considered landscaping design that retains a significant tree and proposes the planting of 35 additional on site trees and includes car parking at rate that will meet the demands of the future occupier whilst being able to adapt to any circumstantial changes.

Whilst the RAR supports the vehicle access arrangements proposed for the site more broadly, condition 3 and 4 of the RAR proposes to alter the entry/exit locations and require the construction of a turning pocket that will be rarely used based on the existing data and traffic modelling.

As outlines in these submissions, the applicant objects to conditions 3, 4 and 19(iv) being applied and respectfully requests the JDAP remove these conditions accordingly.

Should any queries arise from this submission, myself and the traffic and bushfire consultant will all be available to take questions at the upcoming meeting of the JDAP.

Yours Sincerely



Daniella Mrdja
Director | Urbanista Town Planning

Government of **Western Australia**
Development Assessment Panels

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Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Mohammad Rasouli
Company (if applicable)	Transcore
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	6 October 2023
DAP Application Number	DAP/23/02504
Property Location	Lot 1782 (No. 60) Office Road, East Rockingham
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☒ **AGAINST** ☐
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Conditions 3 and 4 of the agenda.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation. comments

Please attach detailed content of presentation or provide below:

Please see attached.

LOT 1782 (NO.60) OFFICE ROAD, EAST ROCKINGHAM – PROPOSED INDUSTRY: GENERAL (LICENCED)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Joint Development Assessment Panel	
Local Government Area:	City of Rockingham	
Applicant:	Urbanista Town Planning Pty Ltd	
Owner:	Mr Mario Giosue Franco Mr Immacolata Franco Mr Michael Franco Mr Robert Franco	
Value of Development:	$10 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)	
Responsible Authority:	City of Rockingham	
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services	
LG Reference:	DD020.2023.00000062	
DAP File No:	DAP/23/02504	
Application Received Date:	29 March 2023	
Report Due Date:	27 September 2023	
Application Statutory Process Timeframe:	90+ days (with Applicant consent)	
Attachment(s):	1. Development Plans 2. Development Application 3. Additional Supporting Information 4. Schedule of Submissions	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	X Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/23/02504 and accompanying plans contained within Attachment 1:

- A0.00 Cover Sheet - Rev U, dated 23.08.10;
- A1.01 Location Plan, Rev U, dated 23.08.10;
- A1.02 Locality Plan, Rev U, dated 23.08.10;
- A.103 Site Plan - Existing, Rev U, dated 23.08.10;

- A.2.00 Site Plan - Demolition, Rev U, dated 23.08.10;
- A2.01 Site Plan - Proposed, Rev U, dated 23.08.10;
- A2.02 Site Plan - Survey, Rev U, dated 23.08.10;
- A2.03 Floor Plan, Rev U, dated 23.08.10;
- A2.04 Roof Plan, Rev U, dated 23.08.10;
- A3.01 Elevations, Rev U, dated 23.08.10;
- A3.02 Sections, Rev U, dated 23.08.10;
- A4.01 Main Office - Plans, Rev U, dated 23.08.10;
- A4.02 Main Office - Elevations, Rev U, dated 23.08.10;

In accordance with Clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of clause 68(2)(b) of the deemed provisions of the City of Rockingham Town Planning Scheme No.2, subject to the following conditions as follows:

Conditions:

1. In the event of an inconsistency between the approved plans and a requirement of the conditions set out below, the requirement of the conditions shall prevail.
2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Prior to applying for a Building Permit, A2.01 Site Plan - Proposed Rev U, dated 23.08.10 shall be amended to provide for the following vehicle access and circulation arrangements:
    - The proposed central crossover shall be amended to an “Entry Only” crossover; and
    - The proposed eastern crossover shall be amended to “Exit Only” crossover.
4. Engineering drawings for works within the development site and along the existing road reserve must be submitted to the City of Rockingham for approval prior to works commencing on site that provide for the upgrade of Office Road adjacent to the site to include the construction of an auxiliary right turn (AUR) treatment for the central “Entry Only” vehicle crossover, required by Condition 3 above.

    The road upgrade must be constructed, line marked and drained at the landowner’s cost, in accordance with the City of Rockingham approved Engineering Drawings and specifications, prior to the occupation of the development.
5. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site; those plans must be submitted to the City of Rockingham for approval.

    All stormwater generated by the development must be managed in accordance with Local Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.

6. Prior to, or in conjunction with development works, investigation for soil and groundwater contamination is to be carried out to determine if remediation is required.

   If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to the completion of construction works to the satisfaction of the City of Rockingham on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use.

7. Prior to applying for a Building Permit, a Construction Environmental Management Plan is to be submitted to and approved by the City of Rockingham addressing but not limited to:

   (i) Hours of construction;

   (ii) Temporary Fencing;

   (iii) Traffic Management including, a Traffic Management Plan addressing site access, egress and parking arrangement for staff and contractors;

   (iv) Management of vibration and dust;

   (v) Management of construction noise and other site generated noise;

   (vi) Addressing the risk associated with the potential exposure of soil contamination during construction activity; and

   (vii) Ensuring that construction activity has no impact on the Rail Reservation land east of the site.

   All works must be carried out in accordance with the approved Construction Environmental Management Plan and maintained at all times, for duration of the development.

8. A pre-works geotechnical report prepared by a suitably qualified person must be submitted to the City of Rockingham for approval and this report must address:

   (i) fill material composition and quality; and

   (ii) on-site drainage.

9. Prior to the occupation of the development, crossovers shall be designed and constructed in accordance with the City of Rockingham's *Commercial Crossover Specifications*.

10. Prior to occupation of the development the car parking area must:

    (i) provide a minimum of 51 car parking spaces;

    (ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 2 for visitors of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;

    (iii) provide one (1) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 4 of Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

(iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and

(v) comply with the above requirements for the duration of the development.

11. Trees, shrubs taller than 2m and grasstree plants (XANTHORRHOEACEAE family) must be retained (unless specifically identified for removal on the approved plans) and, during the construction period, measures for their retention must be taken in accordance with Australian Standard AS 4970—2009, Protection of trees on development sites. These measures are to be detailed in a vegetation retention management plan to the satisfaction of the City of Rockingham. Prior to applying for a Building Permit, arrangements must be made to the satisfaction of the City of Rockingham for the relocation of all grasstree plants that are specifically identified for removal.

12. Prior to applying for a Building Permit, a revised Landscaping Plan must be submitted and approved to the satisfaction of the City of Rockingham and shall include the following detail:

(i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area inclusive of the verge;

(ii) any lawns to be established and areas to be mulched;

(iii) any natural landscape areas to be retained;

(iv) those areas to be reticulated or irrigated;

(v) the provision of 12 trees to be planted in the street verge;

(vi) delete reference to the drainage swale on the southern lot boundary;

(vii) incorporate measures to align the Landscape Plan with the approved Site Plan and Bushfire Management Plan;

(viii) use of species consistent with the prescribed plant species list in the East Rockingham Development Guidelines;

(ix) fencing type, height and alignment;

(x) internal footpath and kerb ramps providing linkages between car parking areas to the main office, including any proposed lighting; and

(xi) proposed upgrading to landscaping, paving and reticulation of the street setback area and all verge areas.

The landscaping (including all verge landscaping) must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.

13. Prior to applying for a Building Permit, a Bushfire Risk Management Plan shall be prepared in consultation with the Department of Fire and Emergency Services and submitted to the City of Rockingham for approval, in accordance with Version 1.4 of the Guidelines for Planning in Bushfire Areas.

14. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities, ten (10) long-term bicycle parking spaces must be provided for the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

15. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities, at least three (3) secure hot-water showers, change rooms and clothing lockers must be provided for the development which must be designed in accordance with that Policy and approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The showers, change rooms and lockers must be retained and maintained in good and safe condition for the duration of the development.

16. Prior to applying for a Building Permit, an application to Construct or Install an Apparatus for the Treatment of Sewage must be approved by the City of Rockingham's Health Services to install a new system for wastewater disposal.

17. Prior to applying for a Building Permit, a revised Waste Management Plan must be prepared and include the following detail to the satisfaction of the City of Rockingham:

    (i) the location of bin storage areas and bin collection areas;

    (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;

    (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas;

    (iv) frequency of bin collections; and

    (v) any waste produced from industrial processing (solid, dust or liquid), that is not captured by Department of Water and Environmental Regulation licensing, which shall be suitably contained and disposed of to prevent contamination of the environment or any nuisance.

    All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.

18. Prior to applying for a Building Permit, bin storage area/s must be designed with a size suitable to service the development and screened from view of the street to the satisfaction of the City of Rockingham. The bin storage area/s must be constructed prior to the occupation of the development and must be retained and maintained in good condition for the duration of the Development.

19. Prior to the occupation of the development, the recommendations in the Bushfire Management Plan prepared by Bushfire Smart, Version 3 dated 29/8/23 shall be implemented in the design, construction and ongoing operation of the development at all times to the satisfaction of the City of Rockingham including but not limited to the following requirements:

    (i) Managing the subject lot to APZ standards as outlined in Version 1.4 of the Guidelines for Planning in Bushfire Areas;

    (ii) Construct and maintain internal driveways in compliance with the requirements of Table 4, Column 6 of the Guidelines for Planning in Bushfire Areas;

    (iii) Provide a connection to a reticulated water supply for firefighting purposes; and

    (iv) The buildings must be designed, constructed and maintained to BAL- 29 as specified in Australian Standard AS3959-2018: Construction of Buildings in Bushfire-Prone Areas (AS3959). The building must be maintained in accordance with the specified requirements of the BAL for the duration of the development.

20. In order to ensure the provision of adequate car parking for this development, the proposed use shall not employ more than 40 people on the site at any time.

Advice Notes:

1. Regarding Condition No.6, and in accordance with regulation 31(1)(c) of the Contaminated Sites Regulations 2006, a Mandatory Auditor's Report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance with Condition 6. A current list of accredited auditors is available from www.dwer.wa.gov.au.
2. Regarding Condition No.7, dust management is to be in accordance with the Department of the Environment and Conservation Guideline: A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities;
3. Regarding condition No.16, the applicant is advised that any liquid waste generated as part of the activities occurring on site, will need to be disposed to an onsite wastewater disposal system - this system is to be separate to the system used for amenities and an application as above is to be made prior to application for a building permit.
4. The applicant is responsible for protecting any existing City streetscape assets along Office Road during the course of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, trees, turf etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the Manager Land and Development Infrastructure. It is recommended that a photographic dilapidation report is undertaken by the applicant, to record the current condition of these assets.
5. Existing street trees adjacent to the development site must be protected throughout the course of the project in accordance with Australian Standard AS 4970-2009 protection of trees on Development Sites.
6. It is advised that the applicant is required to obtain a Works Approval license from the Department of Water and Environmental Regulation before commencing operations at the site. The applicant is encouraged to liaise directly with Department of Water and Environmental to ensure compliance with all relevant regulations and requirements.

Background

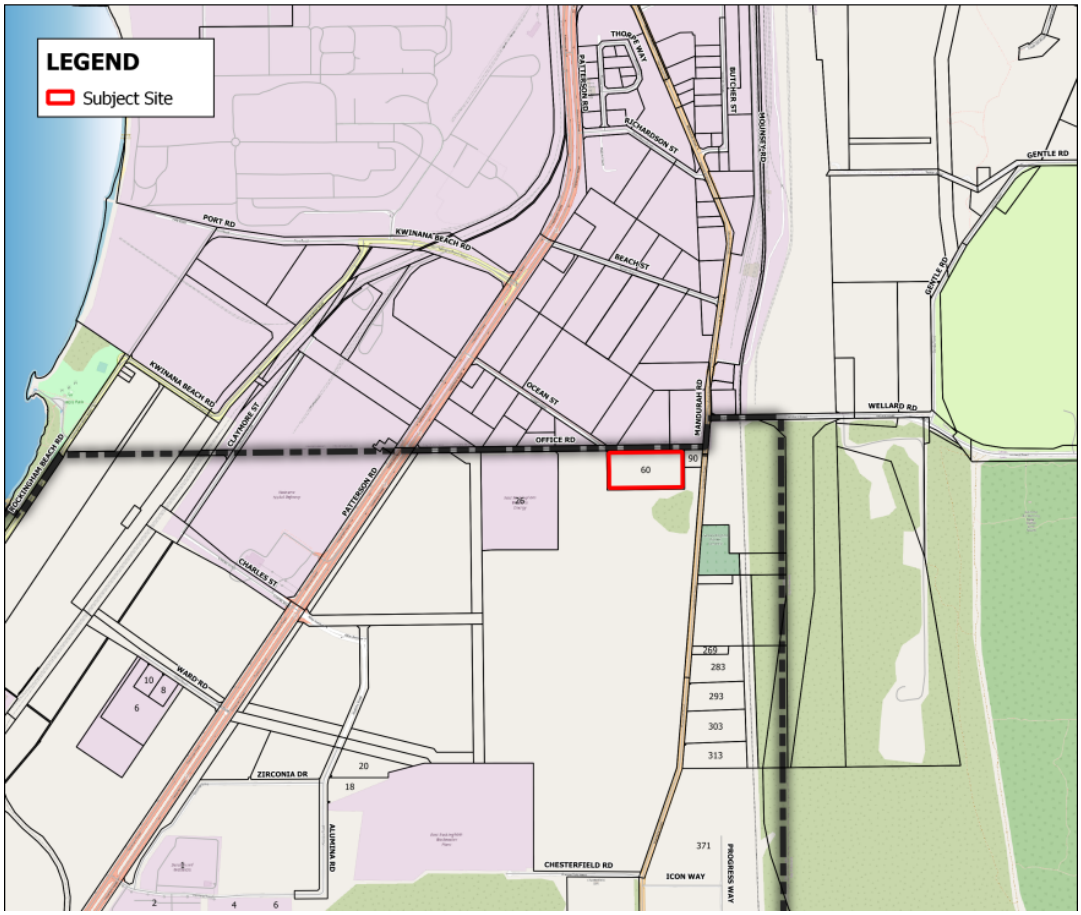
The subject site is 4ha and located on the northernmost boundary of the City of Rockingham.

The site contains a prominent industrial building located centrally, comprising of a warehouse, ancillary office areas, outdoor material storage areas and equipment lay down areas.

Historically, the site was used for various industrial related activities. On-site operations ceased in 2020.

The site is contained within the Rockingham Industry Zone which is part of the Global Advanced Industry Hub (former Western Trade Coast).

The 'Waste to Energy' development, currently being constructed, is located approximately 180m west of the subject site.



1. Location Plan



2. Aerial Plan



3. View of Existing Development from Office Road



4. View East Along Office Road

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Rockingham Town Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Special Industry
Use Class and permissibility:	Industry: General (Licensed) - A Use
Lot Size:	4.049ha
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

A Development Application was lodged with the City on 29 March 2023 seeking approval to construct an Industrial Workshop building on the subject site.

The application seeks approval for development on the eastern half of the site only (refer to Figure 2 above). The land on the western half of the site would be subject to future planning and approvals.

The application is understood to be predicated upon a future tenant that the landowner is in discussion with, whose business specialises in the design, manufacturing and supply of equipment used in the mining industry.

The applicant submitted amended plans and a revised Transport Impact Statement on 21 August 2023, following a request for further information by the City. A revised Bushfire Management Plan was also received on 29 August 2023.

The revised information was provided in response to issues identified during the assessment and consultation phase, relating to traffic, vehicle access, on-site car parking and landscaping, and to respond to matters raised by external government agencies and service providers.

The following sections of the Report are based upon the application, as amended and received on 21 and 29 August 2023.

The proposal includes:

- Construction of an industrial building on the eastern half of the site comprising of an 8,813m² main workshop area; 437m² office area and staff amenities;
- 2.1m high Garrison style fence across the Office Road frontage, and 1.8m high PVC coated link mesh fencing along the side and rear boundaries;
- A landscape strip along the Office Road frontage ranging in width between 5m - 10m;
- Removal of two smaller verge trees and one on-site tree to permit vehicular egress out of the site;
- Car parking at the front of the building (51 on-site car bays);
- Two restricted vehicle access points are proposed, while the existing western vehicle access point is to be retained, as follows:
  - A vehicle entry crossover is proposed on Office Road near the eastern property boundary;
  - A vehicle exit crossover is proposed centrally along the property frontage that is also intended to serve a future development on the western portion of the site;
  - While not forming part of the current application, the existing most western vehicle crossover is intended to provide for vehicle access (entry only) to a future development on the western side to the site.
- The development will be accessed by private vehicles, service vehicle and B-Double trucks up to 27.5m long;
- The revised TIS indicates that the development will generate approximately 136 vehicle trips per regular weekday, comprising:
  - 90 light vehicles;
  - 18 rigid trucks;
  - 20 semi-trailers; and

- 8 B-doubles.

- Up to 40 staff are proposed at any one time; and
- Operation hours are proposed between 6am and 11pm, seven days a week.

Legislation and Policy:

Legislation

- Planning and Development Act 2005;
- Metropolitan Region Scheme;
- Planning and Development (Local Planning Schemes) Regulations 2015 ('the Regulations');
- Town Planning Scheme No.2 (TPS2); and
- Environmental Protection Act 1987.

State Government Policies

- State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7);
- State Planning Policy 4.1 - Industrial Interface (SPP4.1);
- Planning Bulletin 87: High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region (PB87)
- Guidelines for Planning in Bushfire Prone Areas , Version 1.4;
- Environmental Protection Authority (EPA) Guidance Statement No.3 (GS3); and
- Development Control Policy 5.1 - Regional Roads.

Local Policies

- Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities (PP3.3.14);
- Local Planning Policy No.3.3.8 - East Rockingham Industrial Zones (PP3.3.8);
- Local Planning Policy No. 3.3.27 - Community Consultation for Development Applications (PP3.3.27); and
- Local Planning Policy No.3.4.3 - Urban Water Management (LPP3.4.3).

Other:

- Austroads' *Guide to Traffic Management Part 6.*

Consultation:

Public Consultation

The application is considered a 'Complex' application in accordance with the City's LPP3.3.27*,* and as such, advertising was carried out in the following manner:

- All landowners and occupiers within 200m of the subject site were notified in writing of the proposed development;
- A sign advertising the proposed development was erected along the Office Road frontage, for the duration of the consultation period;

- Copies of technical documents and plans of the proposal were made available for public inspection at the City's Administration Building and placed on the City's website; and
- Submissions were requested over a 28 day period, between 23 June and 21 July 2023.

No public submissions were received during the consultation period.

The following government agencies and service providers were consulted:

- Water Corporation (WC);
- APA Group;
- Department of Water and Environmental Regulation (DWER);
- Department of Fire and Emergency Services (DFES);
- Main Roads WA (MRWA);
- Public Transport Authority (PTA).
- City of Kwinana; and
- Department of Planning Lands and Heritage (DPLH).

The key comments are summarised below, with all submissions contained in Attachment 4:

1. Department of Water and Environmental Regulation - summarised
<u>Submission:</u> DWER has advised it does not object to the proposal in principle, however noted the proposal has the potential for impact on the environment and water resource values and management. The following key issues were identified, and recommendations and advice provided: **(i) Industry Regulation:** The proposed intensive chemical storage, metal coating and metal finishing activities will cause the premises to become Prescribed Premises if it has the capability to meet or exceed the design capacity of the relevant category under Schedule 1 of the Environmental Protection Regulations 1987. The *Environmental Protection Act 1986* (the EP Act) requires a Works Approval for a Prescribed Premises and makes it an offense to cause an emission or discharge unless a works approval, licence or registration is held for the premises. The Applicant is advised to refer to the information and Industry Regulation Guide to Licensing available at DWER. **(ii) Contaminated Site**: The site has been used for industrial purposes since (approximately) 1979, including abrasive blasting, metal treatment and coating. The site was classified under the Contaminated Sites Act 2003 as *Possibly Contaminated – Investigation Required* in 2010, and a memorial placed on the certificate of title. DWER has no objection to the development application as the application does not include a change to a more sensitive land use. Further, the DWER recommends that that an approval should not include a contamination condition.

1.	Department of Water and Environmental Regulation (cont…)
	However given the risks associated with the potential disturbance of contaminated soil the DWER recommends the following advice note should Development Approval be granted: "*A construction environmental management plan should be prepared to address the risks associated with potential exposure of soil contamination from beneath the site.* *If groundwater is proposed to be abstracted, analytical testing should be carried out to determine whether the groundwater is suitable for its intended use*". **(iii) Groundwater Use:** The subject area is located in the Cockburn groundwater area (Wellard subarea) as proclaimed under the *Rights in Water and Irrigation Act 1914*. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer, is subject to licensing by the DWER. The issuing of a groundwater license is not guaranteed and if issued, will contain conditions that are binding on the applicant.
Proponent's Response: "*The applicant notes the comments provided by DWER and understands that a Prescribed Premises Works Approval and Licence is required under the Environmental Protection Act 1986".*	
City's Comment: (i) The City notes that a Works Approval will be required from DWER. The environmental impact of the 'Prescribed Premises' will be assessed and managed through this process. (ii) A condition will be recommended, in the event that approval is granted, requiring a Construction Environmental Management Plan in order to address the construction impacts of the development. Based on the advice from DWER, the condition will include the requirement to address the risks associated with potential exposure of soil contamination from beneath the site. (iii) Noted.	
2.	**Department of Fire and Emergency Services (DFES) - summarised**
Submission: **(i) Vegetation Classification:** The BMP submitted with the application includes a vegetation classification of Class B Woodland for Plot 3 which cannot be substantiated. Modification of the BMP is required. Evidence is required to support the exclusion of the vegetation outside of the lot boundary shown in Plot 6 as managed to low threat in accordance with AS3959. The drainage swales inside the eastern and southern boundaries can be difficult to manage to a low threat condition. No management plans were provided. Modification of the BMP is required.	

2.	**Department of Fire and Emergency Services (DFES) - summarised (cont…)**
(ii)	**High Risk Land Use:** The application does not include a Bushfire Emergency Evacuation Plan or a Risk Management Plan. A Risk Management Plan should address bushfire risk management measures for any flammable on-site hazards - DFES 'comment only', not a 'recommendation'.
Proponent's Response:	
(i)	"*Issue vegetation classification:* *Plot 3 is correctly classified as woodland. The BMP has been updated as per DFES request to clarify the woodland classification was derived and demonstrate a canopy cover of 16 %. There is significant development planned for the land to the south, therefore the vegetation and subsequent bushfire threat is expected to reduce over coming years rather than increase (See plans attached to this letter).* *Vegetation Exclusion: BMP has been updated to classify all vegetation outside the lot boundaries. BMP has been updated to include the swales as classifiable vegetation within the lot boundaries*.
(ii)	*The proposed development is for an industrial workshop to be used for fabrication and manufacture of steel products. The storage of chemicals is incidental with the floor area dedicated to chemical storage approximately 2% of the workshop floor.* *The chemical storage is in the northwest corner of the workshop which is at the lowest risk of impact during a bushfire. Given this, it is the opinion of Bushfire Smart that the site does not constitute a high-risk land use and storage of the chemicals on site will not increase the risk of a bushfire".*
City's Comment:	
(i)	**Vegetation Classifications:** The revised BMP adequately demonstrates and the City concurs with the classification of Plot 3 as Class B Woodland as depicted on the revised BMP. The BMP has been updated to include all vegetation outside the lot boundaries and drainage swale as classified vegetation.
(ii)	**High Risk Land Use:** The application states that the proposed use involves the bulk storage of chemicals (1000m³ in aggregate) and includes a paint booth for metal coatings requiring 1000L or more per year of paint or powder. As outlined in the Planning Assessment section of this Report, a Risk Management Plan should be provided to address risk associated with the storage of any potentially combustible chemicals. A condition will be recommended in the event that approval is granted.
3.	**Main Roads WA (MRWA)**
Submission:	
No objection.	

Proponent's Response:

"Noted".

City's Comment:

Noted.

4. Public Transport Authority (PTA) - summarised

Submission:

The PTA indicated no objection to the proposal subject to:

- Construction being confined to the lot boundaries with protocols put in place for construction methods;
- Services must not cross the rail corridor;
- No parking, clearing of vegetation or drainage shall occur on the rail corridor.
- Sufficient dust suppression, bio security and bushfire management to ensure no impact on the rail corridor.

Proponent's Response:

"*Noted".*

City's Comment:

The rail corridor is located approximately 190m east of the subject site. As such, the proposed development is considered unlikely to adversely impact the rail corridor.

Nevertheless, as discussed above, to manage the construction impacts and to address the PTA comments, a Construction and Environmental Management Plan is recommended in the event that approval is granted.

5. City of Kwinana - summarised

Submission:

(i) The intersection of Office Road and Mandurah Road is performing optimally during peak hours. As such, it is recommended the proposed crossover to the west of the site is converted to 'entry only' and the crossover to the east of the site be 'exit only'.

(ii) It is recommended that a turning pocket be required for the western crossover to avoid vehicle queuing during AM peak hours, and to avoid large vehicle lane correction. Lane widening may require tree removal and internal modifications.

(iii) There is currently no drainage infrastructure for Office Road, with stormwater runoff currently flowing as overland flow towards the verge. It is recommended that the stormwater system on Lot 1728 be designed to accommodate the 1% Annual Exceedance probability (AEP) storm for the critical duration.

Proponent's Response:

As per the proponent's response to the DPLH comments below.

City's Comment:

(i) & (ii) Vehicle access arrangements and the need for a turning pocket are discussed in the Vehicle Movement and Safety section of this report below.

(iii) As a general principle, it is considered that stormwater runoff from a development should be disposed of on-site. In regards to the current application, the City considers that stormwater runoff up to 1% AEP storm events must be retained and managed within the development by infiltration using soakwellls or other underground infiltration devices. A condition of development approval, requiring the provision of a Stormwater Management Plan will be recommended accordingly, should approval be granted.

6. Department of Planning Lands and Heritage (DPLH) - summarised

Submission:

(i) Office Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme, and Lot 1728 is not affected by any ORR related land requirement.

(ii) Access is proposed to be obtained via three new full-movement crossovers. The Department has no objection to two access points to Office Road in accordance with WAPC's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers to regional roads.

(iii) The DPLH has no objection to the proposal on Other Regional Roads planning ground and recommends warrants for auxiliary turning lanes for access points to be provided (if required).

Following further discussion with the Department, subsequent updated advice was received from the DPLH indicating no objection to three crossovers to the site on regional road planning grounds. The advice is included in the schedule of submissions in Attachment 4.

Proponent's Response:

"*Amended plans have been prepared which amends the external layout and function of the site. The original plans lodged with the application illustrated the need for two crossovers for the eastern half of the site, with car bays located along the eastern and southern and central internal boundary. However, the amended plans alter the function of the internal vehicle movements by removing all the parking on the sides of the building and providing a central crossover and access point.*

This central access point will be common to the proposed development and a future development on the western side of the site, therefore consolidating vehicle access points to the site.

With respect to the number of crossovers, the applicant submits that this is appropriate to allow trucks to enter through one crossover and exit through the other crossover. These 'one-way' movements remove the need for trucks to turn or reverse within the site, creating a safer and more functional environment.

In regards to the third (western) crossover, it is expected that this crossover will be utilised by a future development on the western side of the lot, much like the proposed eastern crossover. Whilst it is noted that this crossover will not be used by the proposed development, this crossover is existing and remains in situ. It would be unreasonable to require our client to remove this crossover and reinstate the verge, when it is expected that this will be used by a future development.

Based on the number of vehicles generated per day, the City's request for further information requested that a right turning pocket be provided in the Office Road road reservation.

Upon further review of the trip generation numbers provided in the original TIS, the applicant notes that these numbers are extremely inflated and do not represent the expected numbers for the proposed land use. Further, it is noted that the numbers provided, do not break down the type of vehicles. For example, it is less likely that a standard car would create traffic queuing as a car can turn right in a much faster and smaller motion, than a double loaded truck. In light of this, the applicant's updated TIS provides more realistic vehicle trip generation numbers and vehicle types".
City's Comment: (i) Noted. (ii) The merit (or otherwise) of the provision of a third crossover to service a development on the western portion of the site is beyond the scope of the current application, and would be considered at the time of lodgement of a future Development Application. (iii) Noted. The City concurs with the DPLH and City of Kwinana and recommends the provision of a right turn treatment (AUR) for an entry crossover for the reasons outlined in the Planning Assessment section of this report below.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies as outlined in the Legislation and Policy section of this report.

The following matters have been identified as key considerations for the determination of the application:

- Planning in Bushfire Prone Areas;
- Industrial Interface;
- Separation Distances between Industrial and Sensitive Land Use (Guidance Statement No.3);
- High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region;
- East Rockingham Industrial Zones Policy;
- Bicycle Parking and End-Trip-Facilities;
- Urban Water Management;
- Environmental Approval;
- Car Parking; and
- Vehicle Movement and Safety.

Planning in Bushfire Prone Areas

SPP3.7 guides the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

The development site has been designated bushfire prone under the *Fire and Emergency Services Act 1998* (as amended) and therefore the requirements of SPP3.7 are applicable.

The objectives of SPP3.7 are to:

- *"Avoid any increase in the threat of bushfire to people, property and infrastructure. The preservation of life and the management of bushfire impact are paramount.*

- *Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.*
- *Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account bushfire protection requirements and include specified bushfire protection measures.*
- *Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change."*

As the proposed development is in a 'bushfire prone area', the applicant has submitted a Bushfire Management Plan (BMP), which has been updated to address DFES comments regarding the vegetation classifications. The BMP complies with SPP3.7 and the Bushfire Guidelines as discussed further below.

SPP3.7 recognises that vegetation is not necessarily the only fuel in a bushfire event and that certain high risk land uses may ignite a bushfire, prolong its duration, or increase its intensity, requiring the provision of a Bushfire Risk Management Plan (BRMP). A BRMP assesses the bushfire risk of a development site and outlines strategies to manage that risk, including personnel training, ongoing maintenance/management practises and landscaping requirements.

Policy Measure 6.6 (Vulnerable or High Risk Land Uses) of SPP3.7 states that development applications for **high-risk land uses** (emphasis added) in areas between BAL-12.5 to BAL-29 will not be supported unless they are accompanied by a Bushfire Management Plan jointly endorsed by the relevant local government and the State authority for emergency services (noting the Guidelines state that DFES provides 'advice only' but does not endorse BMP's) making provision for a risk management plan for any flammable on-site hazards.

A High Risk Land Use is defined as:

"*A land use which may lead to the potential ignition, prolonged duration and/ or increased intensity of a bushfire. Such uses may also expose the community, fire fighters and the surrounding environment to dangerous, uncontrolled substances during a bushfire event. Examples of what constitutes a high-risk land use are provided in the Guidelines*".

The types of chemicals proposed to be stored on site have not been identified by the applicant, so the risk in terms of a potential ignition source and the need for a BRMP cannot clearly be determined based on the information provided to date.

The BMP states that the proposal does not constitute a High Risk Land Use, and consequently a BRMP was not provided in support of the application.

Due to the quantities of chemicals proposed to be stored on-site (ie. at least 1000m³ of chemicals used in the production process) however, the City consulted with DFES. The DFES response did not necessarily recommend a BRMP but suggested (as a 'Comment Only' not a 'Recommendation') that "…C*onsideration should be given to the Bushfire Guidelines section 5.6. A risk management plan should address bushfire risk management measures for any flammable on-site hazards".*

In light of the DFES advice, giving due regard to section 5.6 of the Guidelines, and in applying the 'precautionary principle' the City considers (based on the information submitted to date), that a BRMP should be provided in addition to a BMP for this development. A BRMP is therefore recommended as a condition, in the event that Approval is granted.

Guidelines for Planning in Bushfire Prone Areas (the Guidelines)

The Guidelines provide supporting information to assist in the interpretation of the objectives and policy measures outlined in SPP3.7. An assessment against the Guidelines is provided as follows:

Element	Provided	Compliance
1. Location	The site is largely non-vegetated, while the available separation between the proposed building and classified vegetation surrounding the site enables the development to achieve BAL-29 or lower.	Complies
Siting and Development	An Asset Protection Zone (APZ) can be provided and contained within the site. The entire site will need to be managed as an APZ for duration of the development.	Complies
3. Vehicular Access	Public road access is provided to at least two different destinations via Office Road; and Internal driveways can be constructed to the requirements of Table 6 column 4.	Complies
4. Water	The site is within a reticulated water supply area and can be connected. Hydrant access connection is adjacent to the north-eastern lot boundary on Office Road.	Complies

Section 5.6 of the Guidelines states that "*High risk land uses may include, but are not limited to service stations, landfill sites,* ***bulk storage of hazardous materials*** *(*emphasis added*), fuel depots and certain heavy industries…*". Proposals for non-residential high risk land uses in bushfire prone areas are to comply with Policy Measure 6.6 of SPP3.7.

It is considered that the requirement for a BRMP (discussed above), is appropriate and can be addressed as a condition of Development Approval, in order to achieve the intent of the Policy objectives.

Industrial Interface

The primary purpose of SPP4.1 is to avoid conflict and encroachment between industrial and sensitive land uses. The objectives of SPP4.1 are as follows:

- *"Ensure the impacts of industrial land uses are considered at all stages of the planning process.*
- *Adequately separate industrial land uses and any resulting off-site impacts and/or safety risks from incompatible land uses to:*
  - *protect industrial areas to improve long-term operational certainty*
  - *avoid, mitigate or manage potential impacts on the health and amenity of people and the environment*
  - *promote co-location of like uses to minimise the impact area.*
- *Plan the land use transition between industrial land uses/infrastructure facilities and sensitive land uses by providing compatible zones, reserves and land uses."*

The proposal is considered to be compatible with existing and planned industrial development in the area. The development complies with SPP4.1, with any environmental impacts, associated with the industrial activity, to be managed by the future DWER Works Approval under the EPA Act.

Separation Distance between Industrial and Sensitive Land Use (Guidance Statement No.3

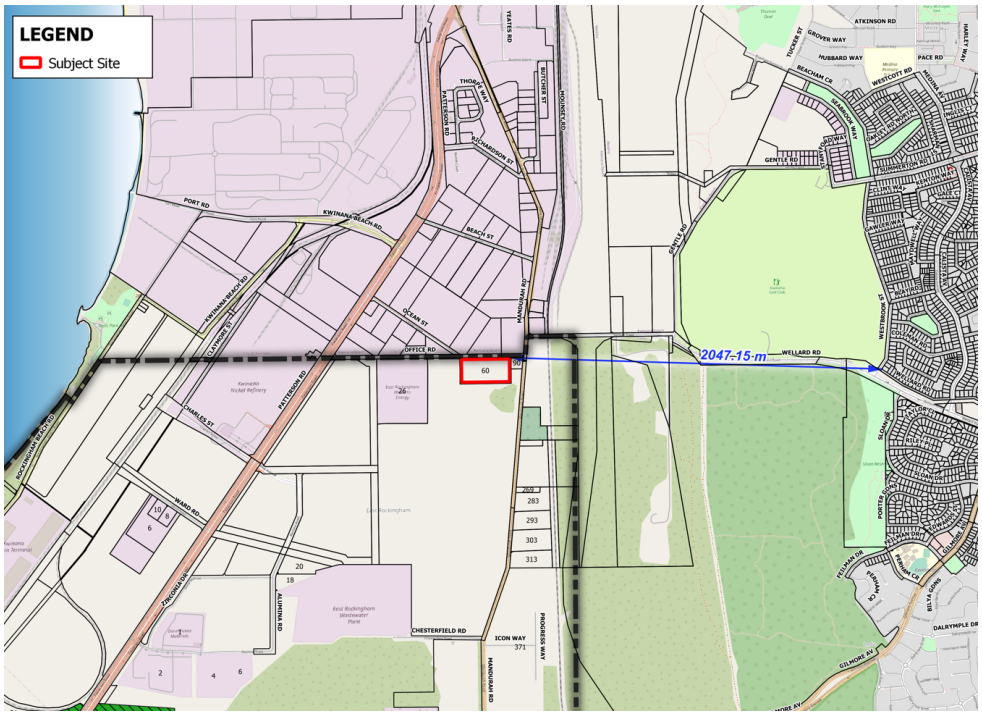
The EPA Guidance Statement (GS3) provides advice to proponents, responsible authorities, stakeholders and the public on the minimum requirements for environmental management which the EPA would expect to be met when considering a development proposal.

For the purpose of GS3, 'industrial land use' is used in a general way to encompass a range of industrial, commercial and rural activities, associated with off-site emissions that may adversely affect the amenity of sensitive land uses. A table of land uses is provided in the Guidance Statement.

GS3 outlines the following relevant separation distances which apply may between the proposed development and sensitive land uses:

- Bulk Chemical Storage: 500m - 1,000m;
- Metal Finishing (galvanising): 500m; and
- Metal coating in a booth: 200m.

The residential suburb of Wellard is the nearest 'sensitive area' and is setback approximately 2,000m, from the proposed development. As such, the application complies with the GS3.



5. Separation to Residential Land

High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region

The purpose of PB87 is to ensure that planning decisions take into account the risk associated with high pressure gas transmission pipelines in the vicinity of a development site, so as to ensure the risk to people and property is within acceptable levels, and that future potential of the pipeline corridor/easement is not constrained.

PB87 contains setback distances based on quantitative risk assessment undertaken for the Parmelia Gas Pipeline (PGP), with which development is required to comply, unless exempt.

The PGP sits within an easement and is located approximately 45m east of the subject property and runs underground across the front of the site. Through the consultation process, the PGP operator confirmed that given the nature and scale of proposed development, it is considered exempt from the need to provide a risk assessment, as outlined within section 3.1(a) of PB87 below:

"*Small-scale infill land uses, subdivisions or development which completes or rounds-off existing land use, subdivision or development that is already at a lesser setback distance than defined in table one other than sensitive developments as defined in Part 5 of Appendix 1".*

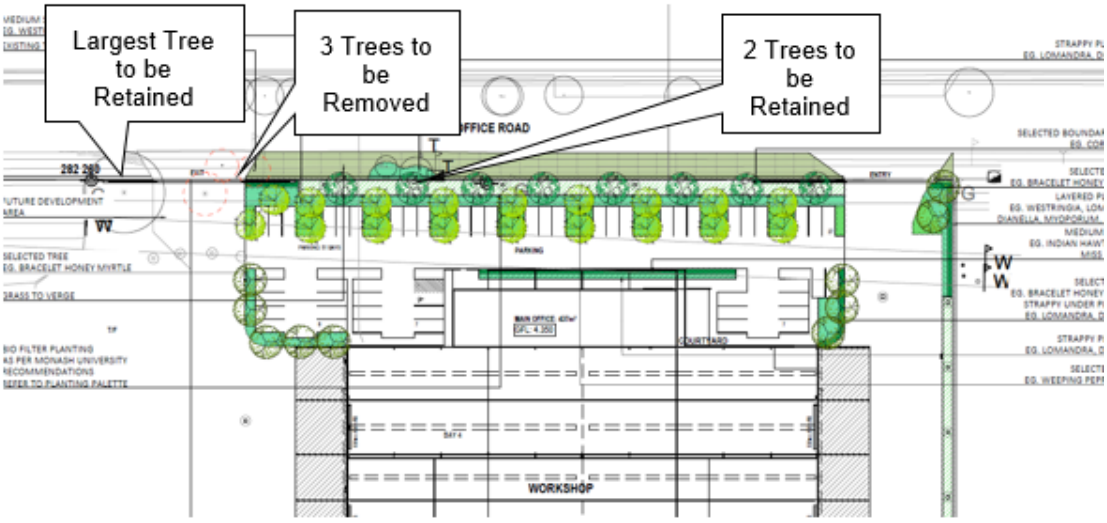
The City concurs that the proposed development does not trigger the need for a pipeline risk assessment.

East Rockingham Industrial Zones Policy

The East Rockingham Industrial Zones Policy has been prepared to guide the orderly development of serviced industrial land within Rockingham and East Rockingham.

The proposal complies with the Policy provisions relating to the built form requirements, building setbacks, fencing, services and storage. The Table below identifies areas of non-compliance; discusses key matters and provides the City's assessment:

Building Setback and Landscaping Requirements		
Required	Assessment	Compliance
Minimum 10.0m wide landscaping strip is required, plus landscaping to the street verge.	A 5m-10m wide landscape strip is provided which accommodates intermittent pods of car parking bays in the rear 5m. Landscaping comprises of a layered planting regime incorporating shrubs and groundcovers, bio filter plants; a range of proposed trees and existing trees to be retained across the frontage of the site. The central vehicle access point will result in the loss of three trees that span private property and road reserve. Within the street verge, the landscaping comprises of planted lawn and a small garden area in the vicinity of a group of 2 trees which are to be retained.	The width of the landscape strip does not comply, however, a policy variation can be sustained, as: • The layered composition of the proposed landscaping strip provides an effective visual interface between the public and private realms that will assist to screen the building from the street. The robustness of the landscaping is considered to achieve the Policy intent.

Building Setback and Landscaping Requirements		
		• Attempts have been made to retain existing trees along the property frontage where possible. On balance, it is considered that the tree retention strategy is reasonable in that the largest tree in proximity to the central vehicle access point has been retained. Modifications are required to the Landscaping Plan to address minor design issues identified during the assessment process, and to align the Landscape Plan with the Site Plan and BMP. A condition is recommended accordingly in the event that approval is granted.
 6. Trees to be Removed/Retained		

General Landscaping Requirements		
In the 'Special Industry' zone, protection of landscaping buffer areas is of key importance to soften the impact of large scale industry developments. • Verge areas are to be landscaped and reticulated at the time of development by the owner/operator. • Shade trees in the verge (outside of buffer areas) must be provided at 1 tree per 10 metres of street frontage, unless otherwise approved. • Shade trees are to be provided at a ratio of 1 per 4 car bays, evenly throughout parking areas.	The street verge is proposed to be planted in lawn and includes small garden area beneath the trees to be retained. Two existing trees are to be retained within the street verge. To comply with the policy a condition will be recommended requiring the provision of 12 additional trees in the street verge along the frontage of the site. Adequate shade trees are provided to the car parking bays.	Partial compliance. The Landscape Plan, however, will need to be updated to include additional trees in the street verge and address minor design issues identified by the City. An appropriate condition is recommended in the event that approval is granted.
Car Parking		
• The number and location of crossovers must consider traffic safety, ease of vehicle moment and the location of existing and proposed vegetation;	• Two (2) vehicle access points are proposed for this development, while a third (existing) crossover is intended for a future development on the western half of the site. • Three existing trees will be removed to provide for the central vehicle crossover.	It is considered that the proposal complies. It is considered that three vehicle access points are required in order to provide an optimal planning outcome for the site in the longer term, noting that this application only seeks approval for the central and eastern crossovers. The location of the proposed crossovers is considered acceptable, safe (subject to a right turn treatment) and provides a reasonable balance between vegetation retention and accommodating the needs of the development.

Car Parking (cont…)		
		The function of the proposed crossovers is a matter that is discussed in the Vehicle Movement and Safety section of this report below. 'Futureproofing' the most western crossover, provides for an optimum planning outcome.

The design of the landscape and car parking areas is generally consistent with the objectives of PP3.3.8. These areas can be appropriately managed for duration of the development via appropriate conditions of Development Approval.

Bicycle Parking and End-of-Trip Facilities

PP3.3.14 facilitates the appropriate provision of secure, well designed and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City.

Bicycle Parking Requirement

The requirement for short-term (visitor) parking is not considered to serve any benefit, and only the requirement for long-term parking has been considered.

Land use	Required	
	Rate	Number
Industry (9250m²)	0.1 spaces per 100m² NLA	10 (9.25)
Total	10	

No provision of bicycle spaces has been made. In the event the development is approved, a condition of development approval requiring the provision of ten (10) long-term bicycle parking spaces is recommended.

End-of-Trip Facilities

In terms of LPP3.3.14, 10 long term parking spaces require the provision of three showers required with access to change rooms. The floor plans provide for 4 showers (3 male and 1 UAT/female showers) with access to changing room space in the main office area.

It is also recommended that a condition be imposed requiring the provision of end-of-trip facilities in accordance with LPP3.3.14.

Urban Water Management

In accordance with LPP3.4.3, stormwater runoff from the development should be retained and managed within the subject site (designed for up to 1% AEP storm events) by infiltration using soakwellls or other underground infiltration devices, and incorporate Water Sensitive Urban Design (WSUD) elements to treat the first 15mm of rainfall runoff from trafficable areas.

The application includes provision for a drainage swale system planted with “Bio filter” vegetation adjoining the street and side boundary.

A Stormwater Management Plan is recommended as a condition in the event that approval is granted, detailing how stormwater will be appropriately contained on site or otherwise managed in accordance with the requirements contained in any licence or approval issued by the DWER to the satisfaction of the City.

Environmental Approval

As the proposal includes elements of chemical blending, a 'Works Approval' and registration from the Department of Water and Environmental Regulation (DWER) is required under the *Environmental Protection Regulations 1987* (EP Regulations). The applicant intends to pursue the 'Works Approval' following the granting of Development Approval.

Car Parking

TPS2 requires the provision for the on-site parking of vehicles in accordance with the provisions of Clause 4.15 and Table No.2.

The parking requirement based on the proposal requires a minimum of 185 on-site parking bays, as detailed below.

Use Class	Minimum Requirement	Floor Area	Required Bays	Provided Bays
Industry	1 bay per 50m^2 NLA for factory units and bulky goods showrooms, plus 1 bay per 100m2 NLA for warehouses **or** 1 bay per employee, whichever is the greater	9250m^2	185 bays	51
Total			185 bays	51 bays
Shortfall			134 bays	

There is a technical parking shortfall of 134 car bays, however, it is noted that the development has an intended workforce of 40 employees.

It is considered that there are reasonable grounds to apply discretion considering the nature of the proposed development and the number of employees and visitors attracted to the site.

Clause 4.20 of TPS2 allows the Council to exercise discretion in modifying development standards where it is satisfied that:

(*a*) *approval of the proposed development would be appropriate having regard to the criteria set out in Clause 67 of the deemed provisions;*

(b) approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenity of the locality;

(c) the non-compliance will not have any adverse effect upon the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality; and

(d) the spirit and purpose of the requirements or standards will not be unreasonably departed from.

The provision of 51 car parking spaces is considered sufficient for 40 employees and 11 visitors. To require 185 car bays would be considered over-provision. Such a variation is considered consistent with principles of orderly and proper planning; will have no adverse impact on any party or the amenity of the locality, and is commensurate with the demand for parking generated by this development.

As mentioned earlier in the Details section of this Report, the City understands that this Development Application is predicated upon discussions that are currently underway between the landowners and an operator specialising in the design and manufacturing of equipment used in the mining industry, involving up to 40 employees on site at any time. There are implications to consider in the event that Development Approval is granted however, if a different operator was to act upon the approval involving more than 40 employees on site at any time, for example. Additional employees or visitors, would likely demand the need for additional car parking, which may or may not be able to be accommodated on site, depending on the size of the business. In order to address the need for adequate parking provision and provide planning certainty, a condition is recommended in the event Development Approval is granted to limit the land use to no more than 40 employees on site at a time. Such a condition provides a trigger to require a new application if required, which can then be assessed on merit.

Subject to the above condition, a variation from the Scheme requirement can be supported based on the intended occupier of the building.

Vehicle Movement and Safety

Under Clause 4.10 of the TPS2, in considering an application for Development Approval, the decision maker shall have regard to the following:

"(d) to ensure safe movement of vehicular and pedestrian traffic in the area."

The applicant has provided a revised TIS accompanying the amended plan. Upon review, the City has concerns about the assumptions adopted in the revised TIS which impact on the calculated turning warrants, trip generation and trip distribution data (noting the revised TIS reduced the expected trip generation for the development from 474 vehicles per day, to 136 vehicles per day). Irrespective of this anomaly, it is considered that the surrounding road network has the capacity to accommodate traffic generated by the development.

The revised plans show an 'exit only' access point at the western end of the proposed development (centrally on the site) and an 'entry only' access point at the eastern end of the site, which is in contrast to the suggestion by the City of Kwinana. The proposed eastern vehicle entry access point is in the immediate proximity to the beginning of the left turn lane for the Mandurah Road/Office Road intersection. The intersection itself is approximately 65m to the east.

The City concurs with the City of Kwinana (and DPLH) and recommends the provision of a right turn treatment (AUR) for the vehicle entry crossover to allow through traffic on Office Road to pass vehicles that are turning into the subject site. This would assist to avoid vehicle queuing and large vehicle lane corrections, noting Office Road has a 7.5m wide carriageway and forms part of the Main Roads WA RAV-4 heavy vehicle network. In the event that the application is approved, a condition is recommended requiring the provision of a right turn treatment (AUR) to the entry acess point.

The revised TIS states that a basic right turn (BAR) treatment for the eastern vehicle entry point is not feasible given the proximity to the Mandurah Road intersection left turn lane. The City acknowledges this and considers the provision of an auxiliary right turn (AUR) treatment is necessary for the development, as discussed above.

Figure 3.2: Urban basic (BA) turn treatments

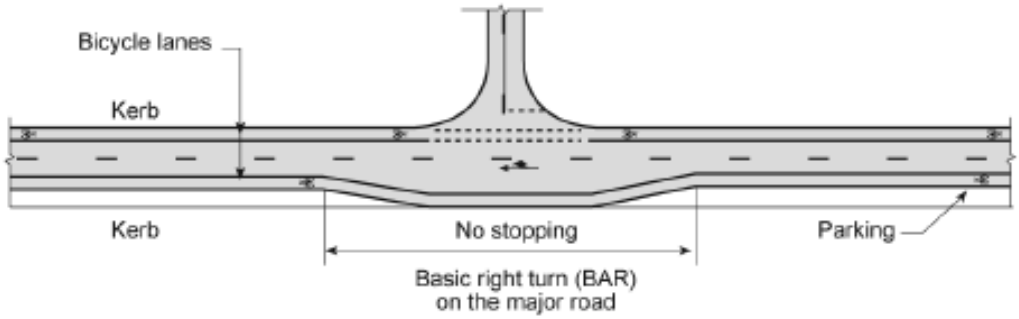
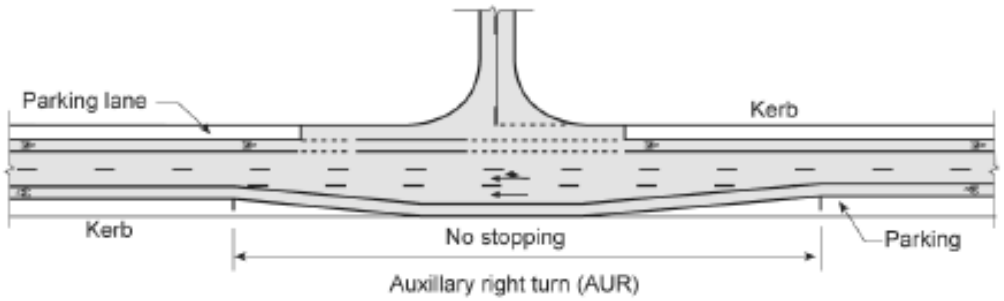
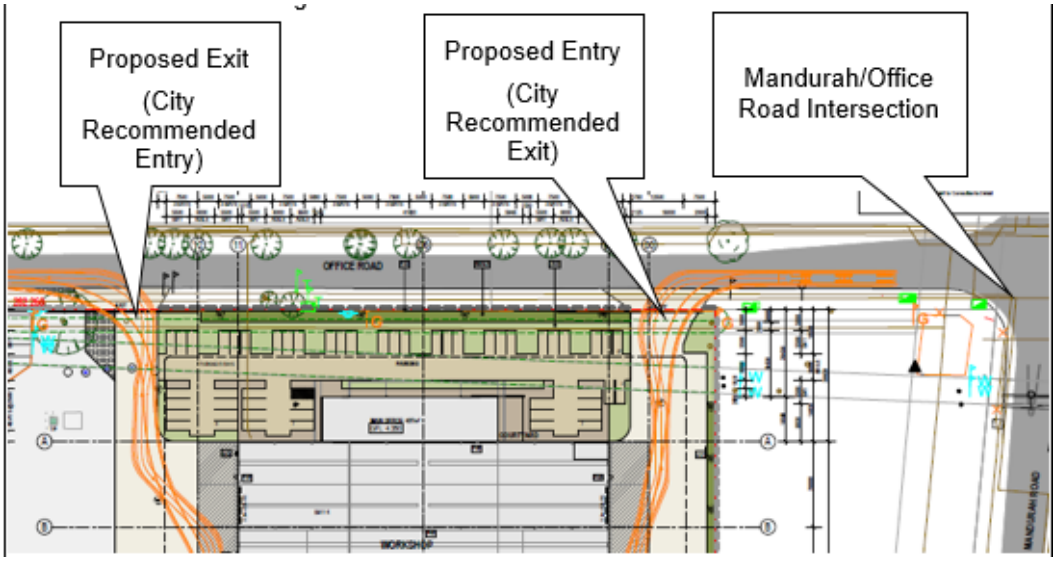


Figure 3.6: Urban auxiliary lane (AU) turn treatments



7. BAR/AUR Turning Lane Examples

If, as the TIS states, the proximity of the eastern vehicle entry crossover to the Mandurah Road intersection left turn lane prevents the provision of a right turn treatment, then it is recommended that the vehicle access strategy outlining the directional traffic flow for the development be 'flipped', so that vehicles enter the site at the western proposed access point and leave the site via the eastern access point. An additional exit only access point would then be provided at the western end of the lot when the balance of the site is developed in the future if a third crossover is permitted. This arrangement aligns with the City of Kwinana's comments. In the event that the application is approved, a condition is recommended for an amended site plan to address the above, prior to applying for a Building Permit.



8. Vehicle Access Strategy

Conclusion:

The proposed development is an industrial land use that requires approvals from DWER, being a 'Prescribed Premises' under the EP Regulations. Environmental approvals will be sought in the event that Development Approval is granted.

The planning vision for the RIZ envisages a mix of heavy industrial and general industrial uses, with surrounding vacant and occupied land also zoned for industrial purposes. Subject to the recommended changes to the vehicle access strategy discussed in this Report (and the recommended conditions), the proposed development is considered compatible with the existing context of the locality, does not result in any land use conflict and is unlikely to adversely impact the amenity of the locality.

The proposed development complies with TPS2 and relevant State and Local Planning Polices, including where discretion is warranted to vary provisions relating to car parking and landscaping.

A key issue has been to ensure that the overall future development capacity of the land is not compromised by the outcome of this Development Application. It is considered that the site plan layout, vehicle access and landscaping strategies can achieve this outcome, as discussed through the Report.

A condition requiring the provision of a right turn treatment will address traffic safety concerns and issues raised by the City of Kwinana and DPLH.

On balance, it is considered that the application has merit and it is recommended that the application be conditionally approved.

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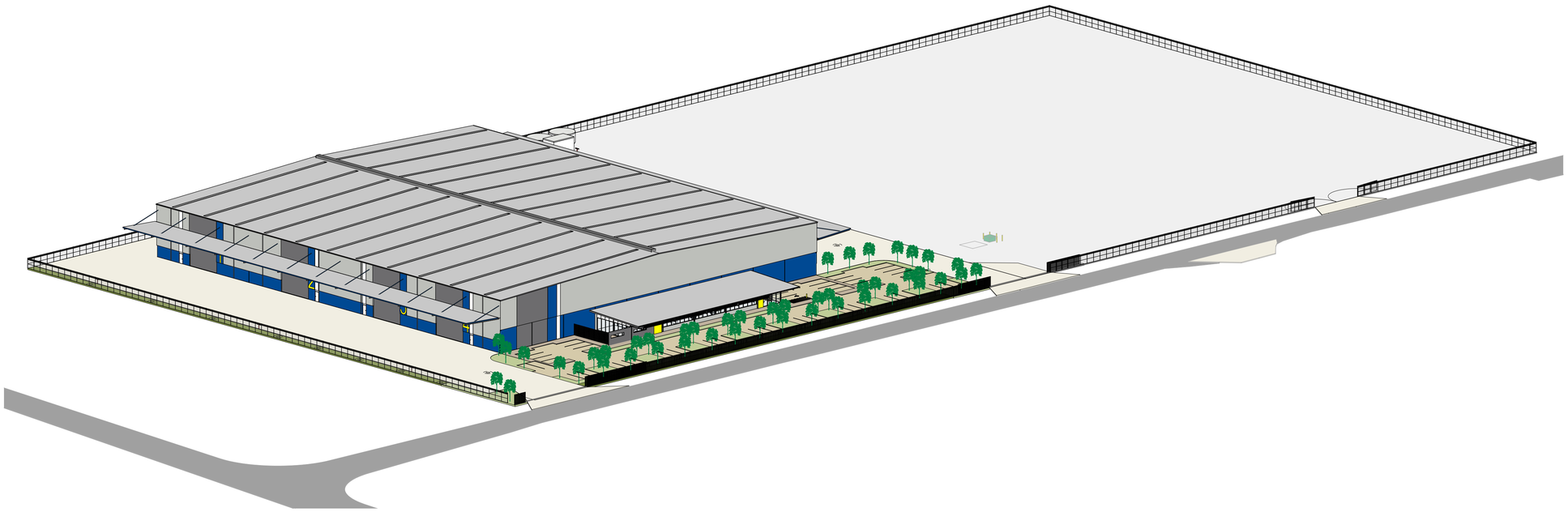
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

SPECIAL INDUSTRIAL DEVELOPMENT
Lot 1728 (No 60) Office Road
EAST ROCKINGHAM WA
for
Lupomar Pty Ltd



VIEW LOOKING SOUTH WEST

DRAWING LIST

Drawing No	Drawing Name	Revision	Revision Date	Revision Description
A0.00	COVER SHEET	U	230810	PARKING
A1.01	LOCATION PLAN	U	230810	PARKING
A1.02	LOCALITY PLAN	U	230810	PARKING
A1.03	SITE PLAN - EXISTING	U	230810	PARKING
A2.00	SITE PLAN - DEMOLITION	U	230810	PARKING
A2.01	SITE PLAN - PROPOSED	U	230810	PARKING
A2.02	SITE PLAN - SURVEY	U	230810	PARKING
A2.03	FLOOR PLAN	U	230810	PARKING
A2.04	ROOF PLAN	U	230810	PARKING
A3.01	ELEVATIONS	U	230810	PARKING
A3.02	SECTIONS	U	230810	PARKING
A4.01	MAIN OFFICE - PLANS	U	230810	PARKING
A4.02	MAIN OFFICE - ELEVATIONS	U	230810	PARKING

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **COVER SHEET**

Project Number: **2223027**

Drawing No.: **A0.00** Rev.: **U**

Reduction 25mm on A1 | Scale | Date **February 2023** | Drawn **TMS** | Checked -

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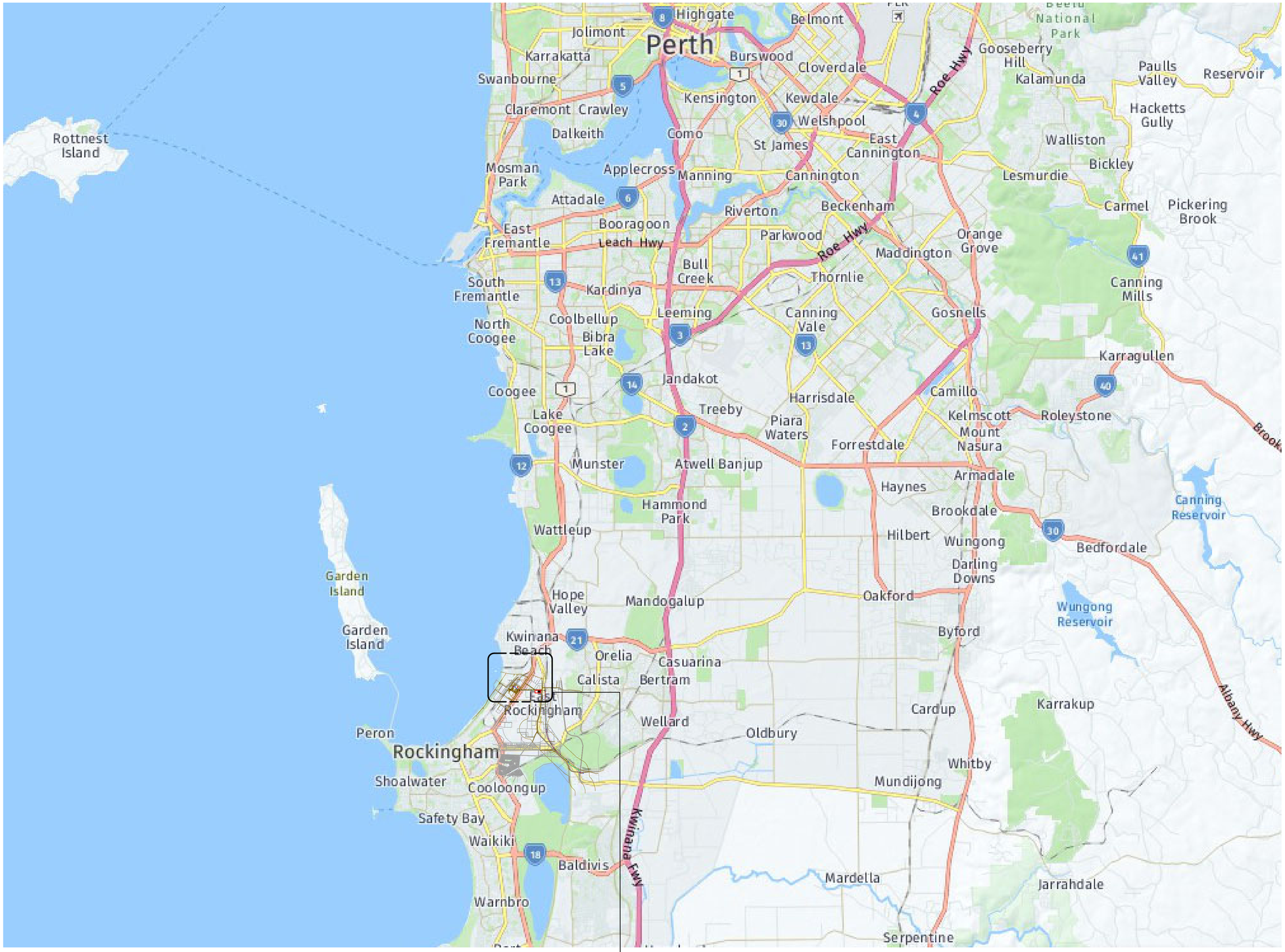

LOCATION PLAN
SCALE: 1 : 100000

1000 0 1000 2000 3000 4000 5000
m

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SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCATION PLAN

Project Number **2223027**

Drawing No. **A1.01**

Rev. **U**

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1 / A1.01 LOCALITY PLAN
SCALE: 1 : 5000

50 0 50 100 150 200 250 m

X / A1.03 SITE PLAN - EXISTING
D / A2.00 SITE PLAN - DEMOLITION
1 / A2.01 SITE PLAN - PROPOSED
1 / A2.02 SITE PLAN - SURVEY

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U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **LOCALITY PLAN**

Project Number: **2223027**

Drawing No.: **A1.02**

Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 5000** | Date **February 2023** | Drawn **TMS** | Checked -

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OCEAN STREET

OFFICE ROAD

MANDURAH ROAD

9009

622

282.26

143.43

EASEMENT

MIXED SURFACE
SAND/CONCRETE/BITUMEN

CRANE COLUMNS/BEAMS

STEEL
SIGN

CRANE BEAM/PLINTHS

CRANE BEAMS

GANTRY RAIL

X
A1.02
SITE PLAN - EXISTING
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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U	230810	TMS	PARKING

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SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SITE PLAN - EXISTING

Project Number
2223027

Drawing No. A1.03 Rev. U

Reduction 25mm on A1 | Scale 1 : 500 | Date February 2023 | Drawn TMS | Checked -

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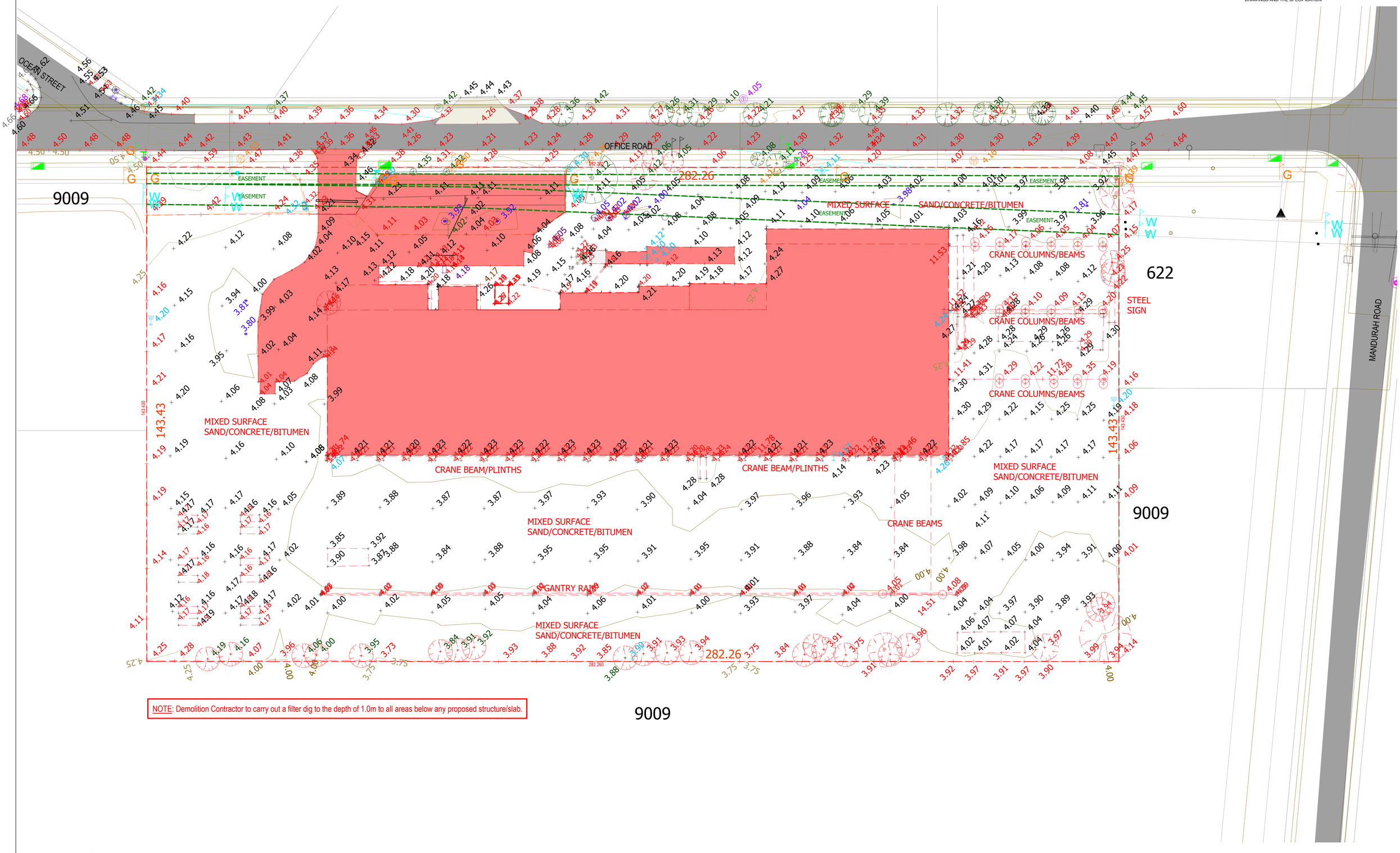

NOTE: Demolition Contractor to carry out a filter dig to the depth of 1.0m to all areas below any proposed structure/slab.

D A1.02 SITE PLAN - DEMOLITION
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd
Drawing Name: SITE PLAN - DEMOLITION
Project Number: 2223027
Drawing No.: A2.00
Rev.: U
Reduction 25mm on A1 | Scale 1 : 500 | Date February 2023 | Drawn TMS | Checked -
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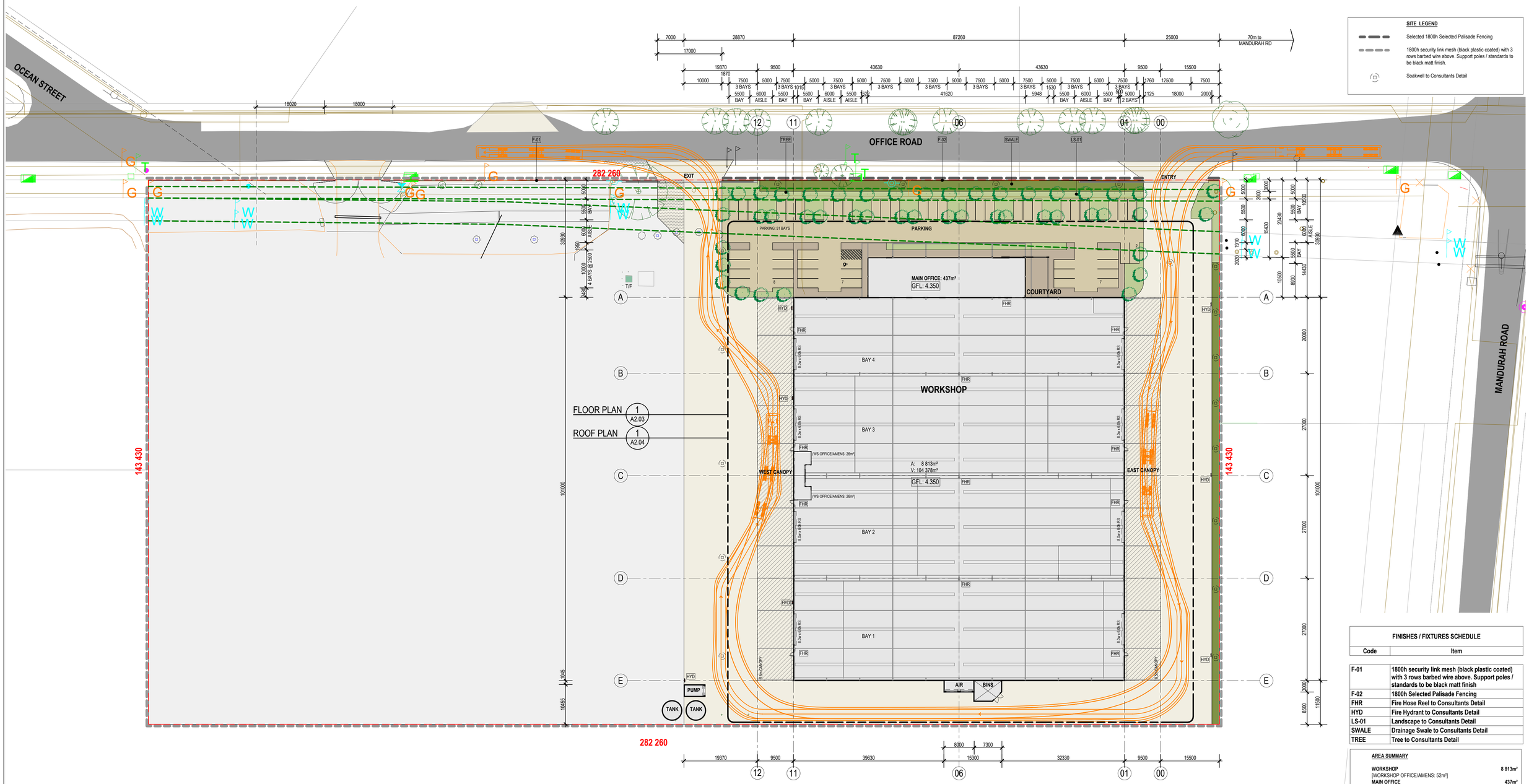
SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail



FINISHES / FIXTURES SCHEDULE	
Code	**Item**
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	**8 813m²**
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	**437m²**
AIR	**24m²**
(SITE COVER)	(9 274m²)
HARDSTAND	**7 643m²**
(CANOPY)	(1 919m²)
PARKING: 51 BAYS	**1 616m²**
TOTAL LANDSCAPE	**1 714m²**
(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	**20 247m²**
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 52 BAYS

1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01** Rev.: **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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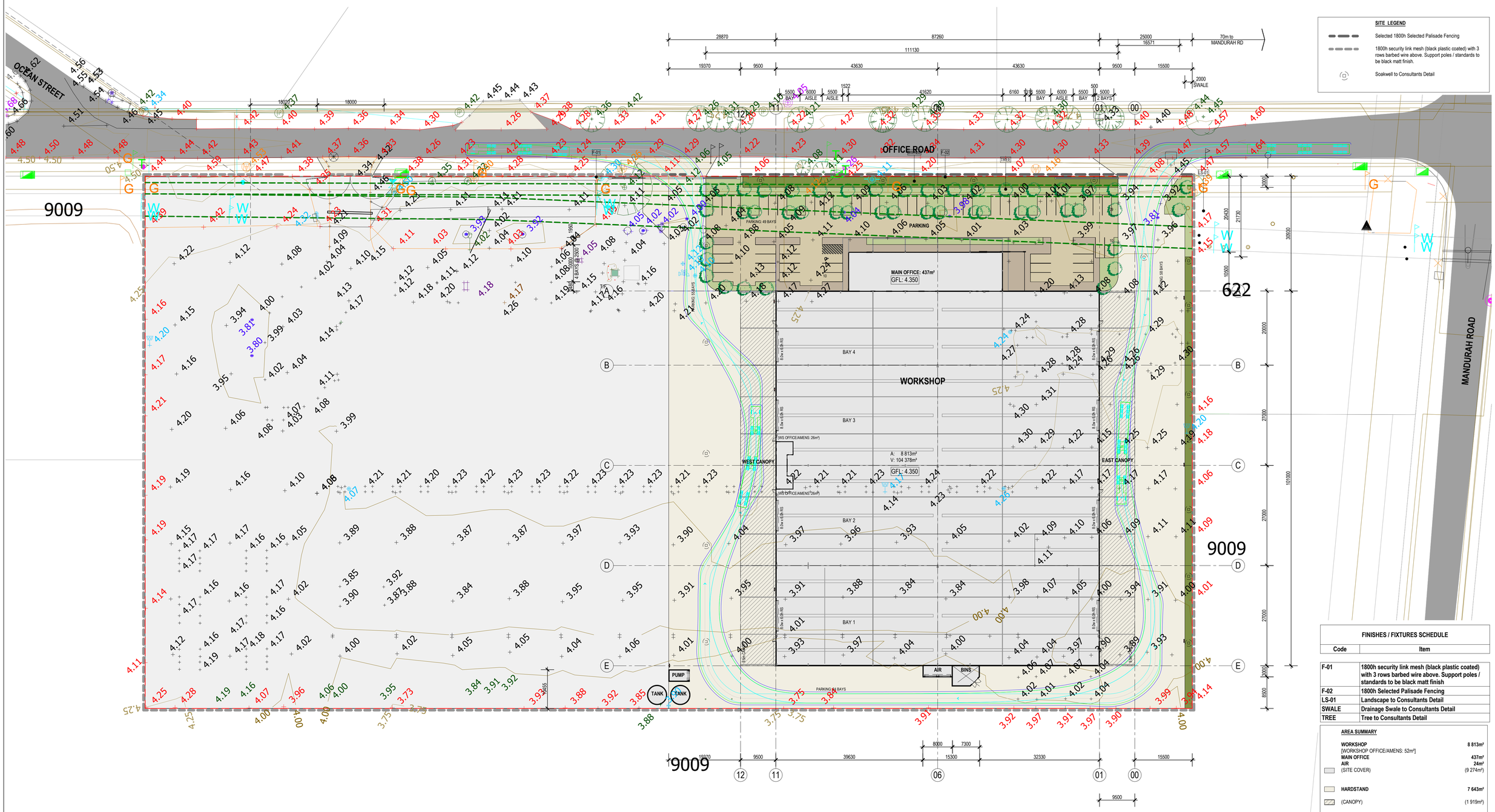
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION



SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail

FINISHES / FIXTURES SCHEDULE

Code	Item
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	8 813m²
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	437m²
AIR	24m²
(SITE COVER)	(9 274m²)
HARDSTAND	7 643m²
(CANOPY)	(1 919m²)
PARKING: 51 BAYS	1 616m²
TOTAL LANDSCAPE	1 714m²
(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	20 247m²
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 52 BAYS

1 A1.02 SITE PLAN - SURVEY
SCALE: 1 : 500

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - SURVEY

Project Number: 2223027

Drawing No.: A2.02

Rev.: U

Reduction 25mm on A1 | Scale As indicated | Date February 2023 | Drawn TMS | Checked -

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GENERAL NOTES
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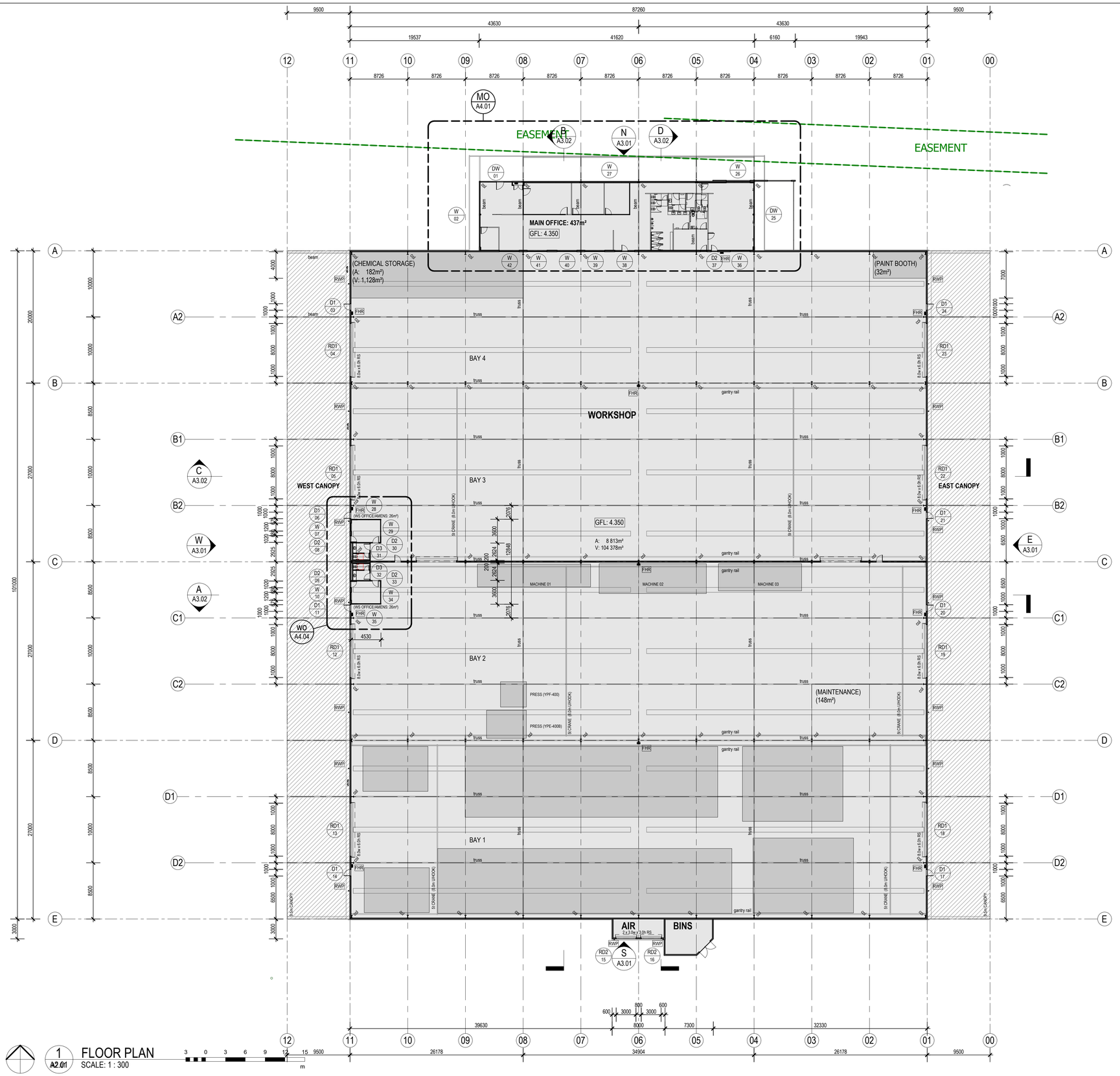
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
FHR	**Fire Hose Reel to Consultants Detail**
RWP	**Rain Water Pipe**



1 A2.01 FLOOR PLAN
SCALE: 1 : 300

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
FLOOR PLAN

Project Number **2223027**

Drawing No. **A2.03** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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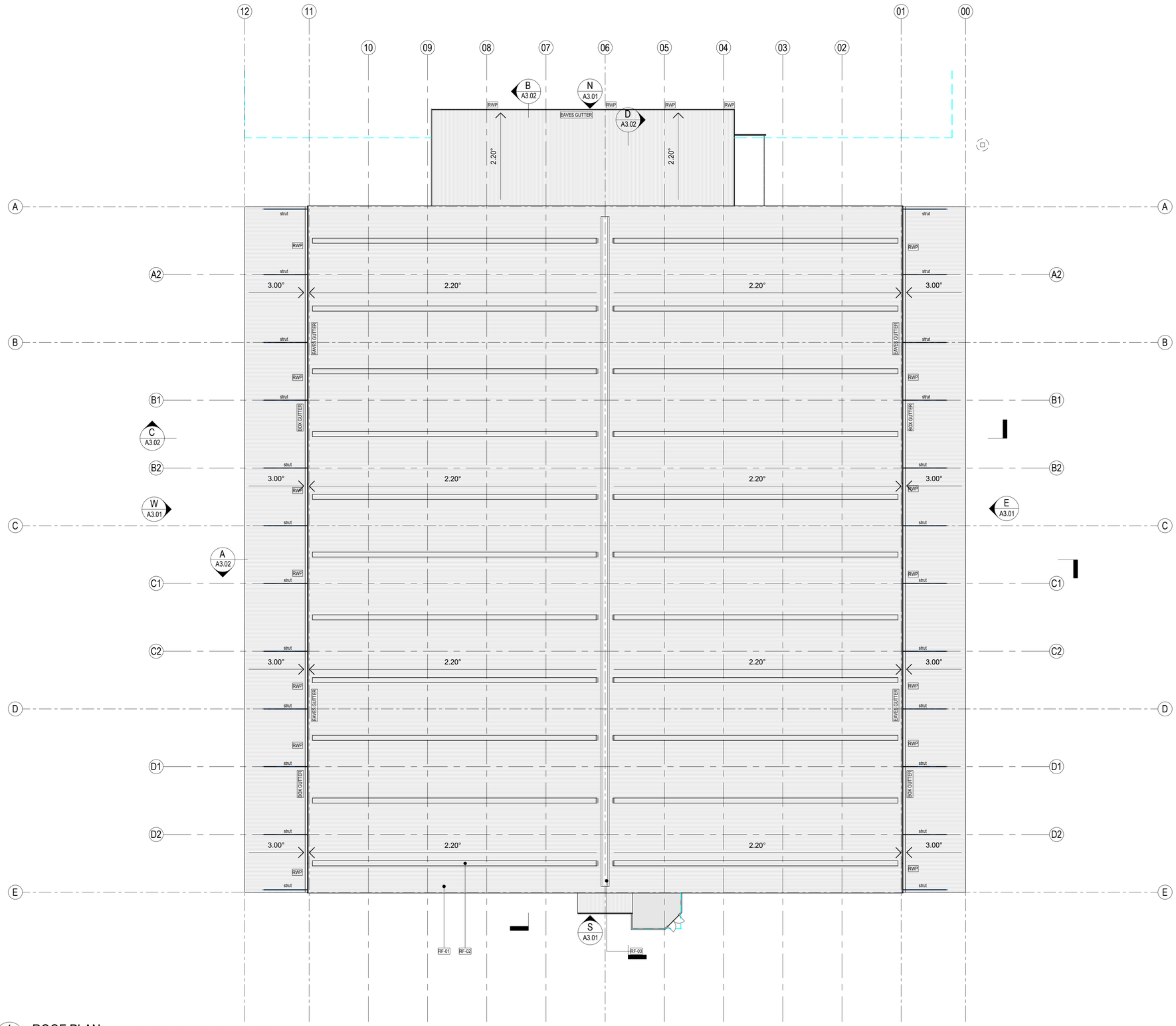
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
BOX GUTTER	**600 x 200 Box Gutter**
EAVES GUTTER	**Eaves Gutter**
RF-01	**Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)**
RF-02	**Roof Lights - Trimdeck**
RF-03	**Selected 600mm Throat Ridge Vent**
RWP	**Rain Water Pipe**



1 ROOF PLAN
A2.01
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ROOF PLAN

Project Number
2223027

Drawing No. **A2.04** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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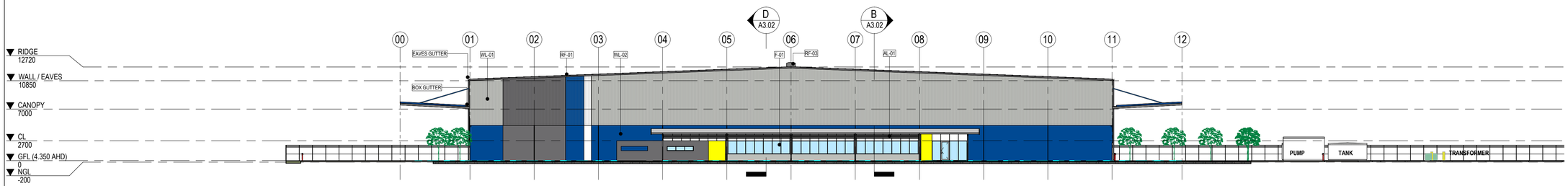
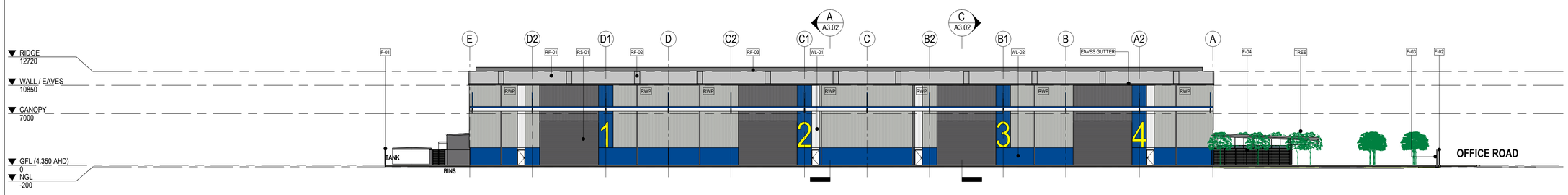
FINISHES / FIXTURES SCHEDULE

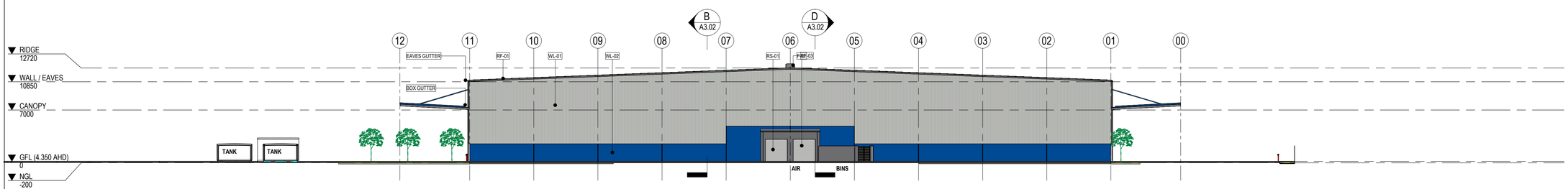
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
BOX GUTTER	600 x 200 Box Gutter
EAVES GUTTER	Eaves Gutter
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
F-03	1800h Selected Palisade Sliding Gate
F-04	2400h Selected Aluminium Slatted Screen
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
RF-02	Roof Lights - Trimdeck
RF-03	Selected 600mm Throat Ridge Vent
RS-01	Roller Shutters - Powdercoat
RWP	Rain Water Pipe
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted



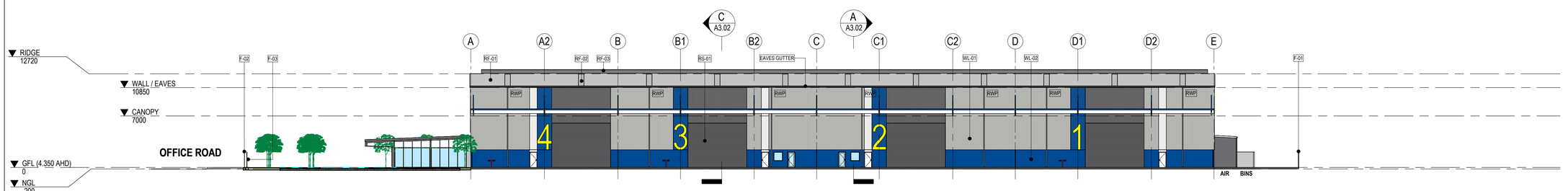
N A2.03 NORTH ELEVATION
SCALE: 1 : 300



E A2.03 EAST ELEVATION
SCALE: 1 : 300



S A2.03 SOUTH ELEVATION
SCALE: 1 : 300



W A2.03 WEST ELEVATION
SCALE: 1 : 300
3 0 3 6 9 12 15 m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ELEVATIONS

Project Number **2223027**

Drawing No. **A3.01**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked **-**

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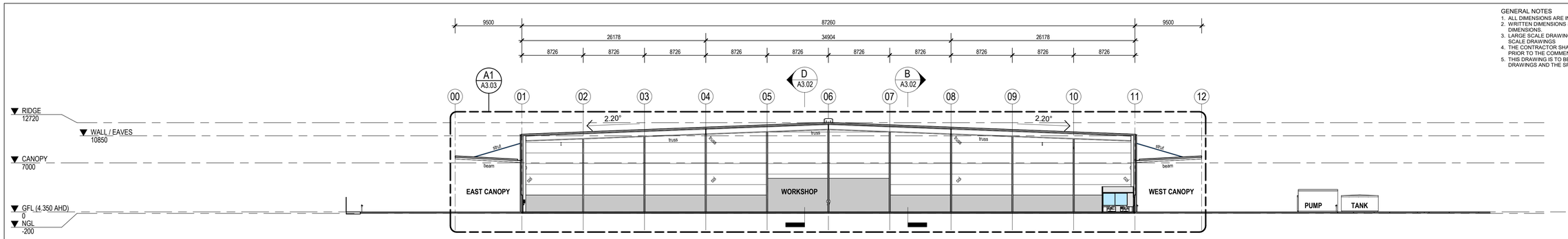
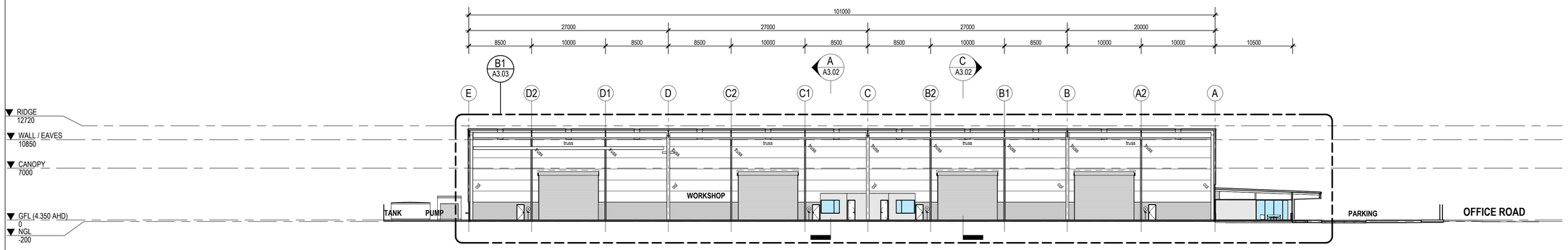


A SECTION A
A2.03 SCALE: 1 : 300



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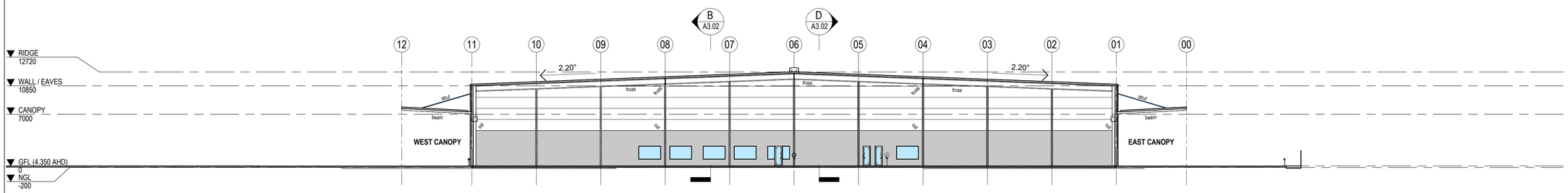

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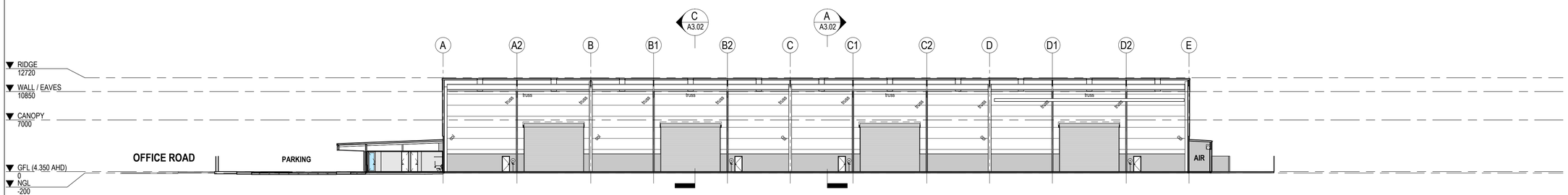
A2.03 SCALE: 1 : 300



D SECTION D
A2.03 SCALE: 1 : 300
3 0 3 6 9 12 15 m

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SECTIONS

Project Number
2223027

Drawing No. **A3.02** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**

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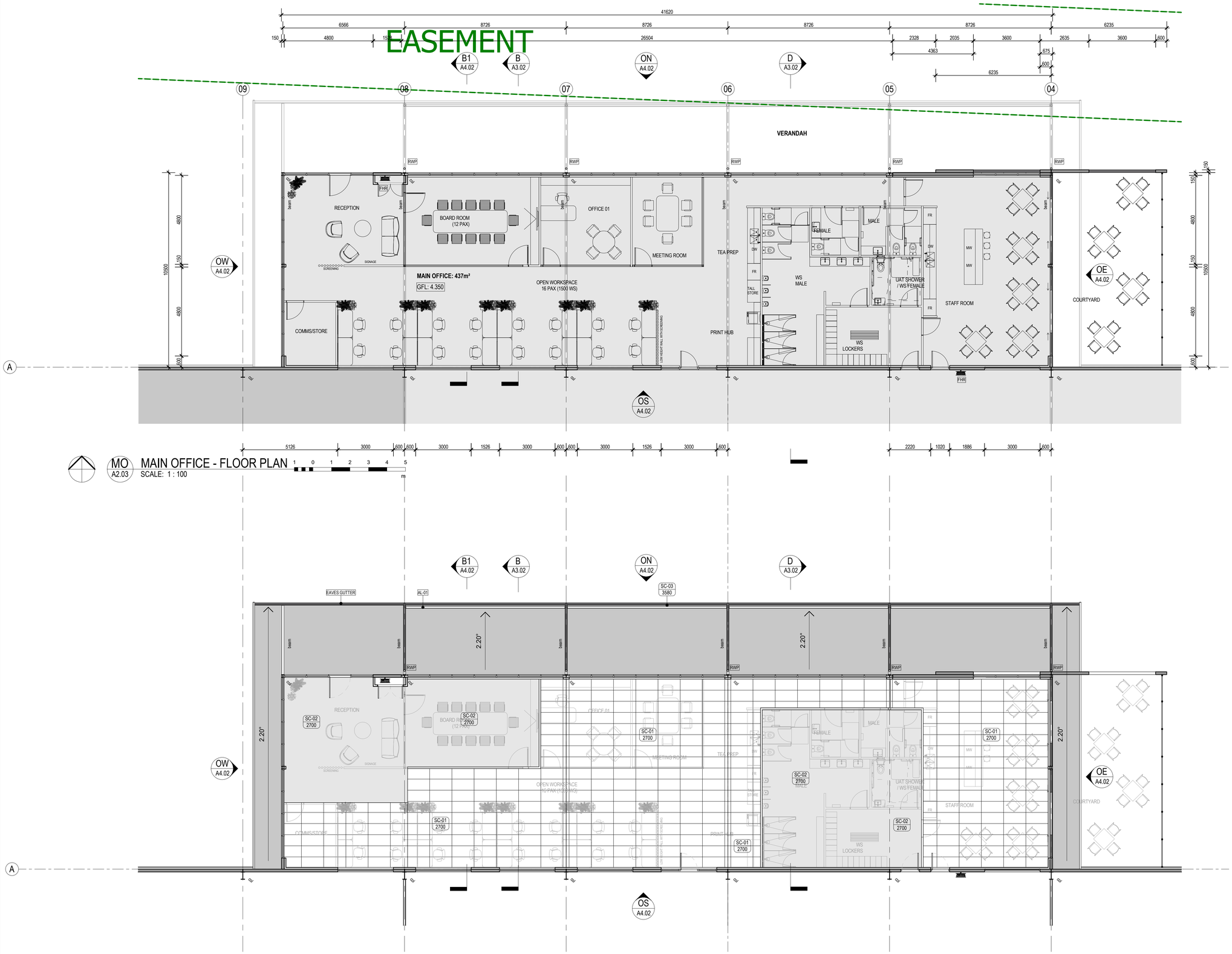

MO
A2.03
MAIN OFFICE - FLOOR PLAN
SCALE: 1 : 100

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FINISHES / FIXTURES SCHEDULE	
Code	**Item**
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
FHR	Fire Hose Reel to Consultants Detail
RWP	Rain Water Pipe

MAIN OFFICE - RCP
SCALE: 1 : 100

CEILING TYPE LEGEND

SC-xx / 2700 — DENOTES CEILING FINISH; DENOTES CEILING HEIGHT ABOVE FLOOR LEVEL

SC-01 — 1200 x 600 SUSPENDED RONDO WHITE EXPOSED GRID CEILING SYSTEM WITH SHADOW LINE ANGLE TRIM. SELECTED CEILING TILES.

SC-02 — 10MM SET PLASTERBOARD INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

SC-03 — FLUSH F/CEMENT SHEET INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

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Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **MAIN OFFICE - PLANS**

Project Number: **2223027**

Drawing No.: **A4.01**

Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 100** | Date **February 2023** | Drawn **TMS** | Checked -

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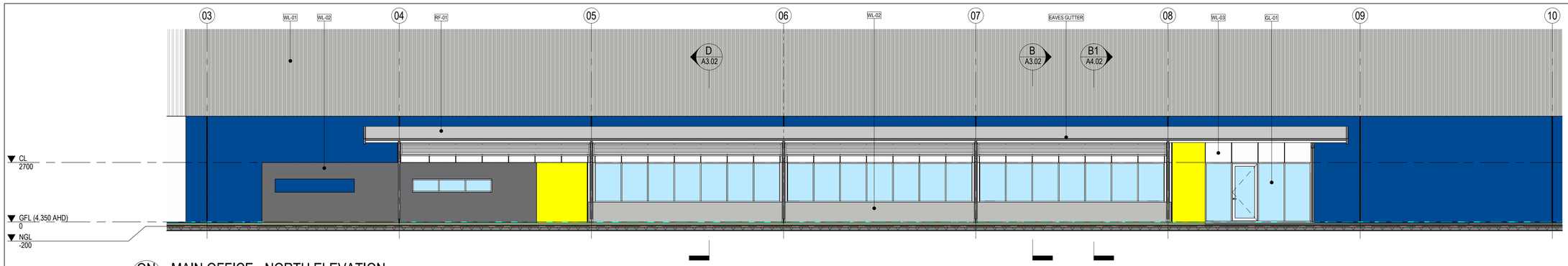

ON A4.01 MAIN OFFICE - NORTH ELEVATION
SCALE: 1 : 100

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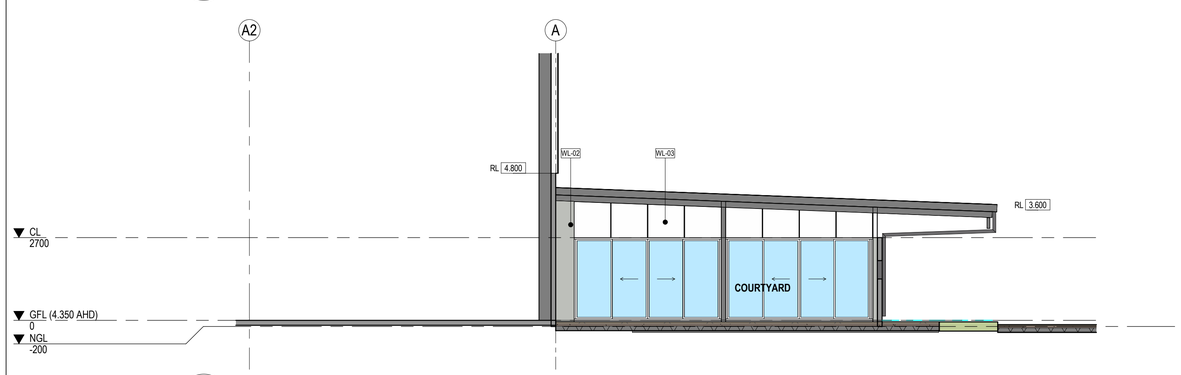
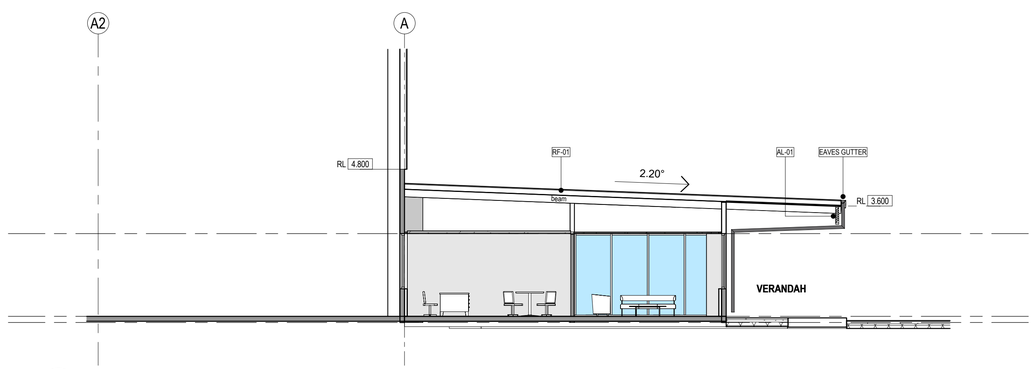
FINISHES / FIXTURES SCHEDULE

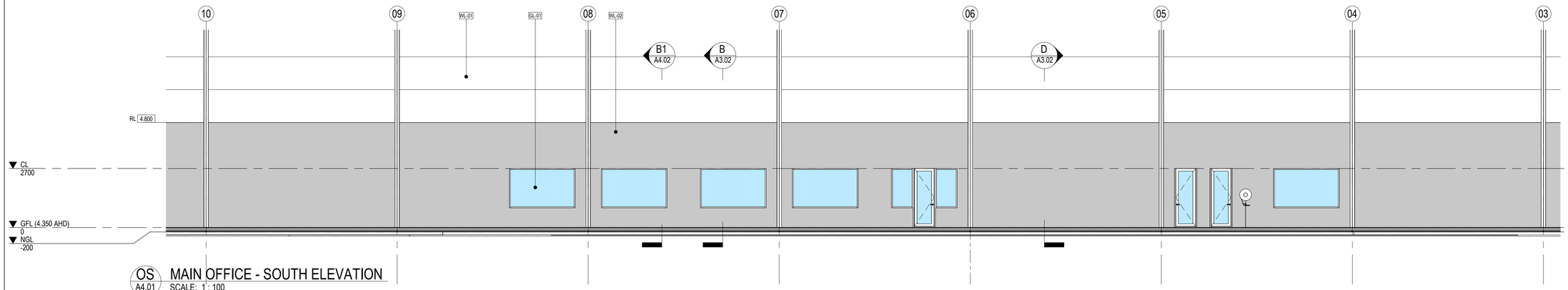
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
GL-01	Selected Glazing in 100x50 Al. Commercial Frame - Clear Anodised
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted
WL-03	Compressed Fibre Cement Sheeting with Expressed Joints - Painted



OE A4.01 MAIN OFFICE - EAST ELEVATION
SCALE: 1 : 100



B1 A4.01 MAIN OFFICE - SECTION B1
SCALE: 1 : 100



OS A4.01 MAIN OFFICE - SOUTH ELEVATION
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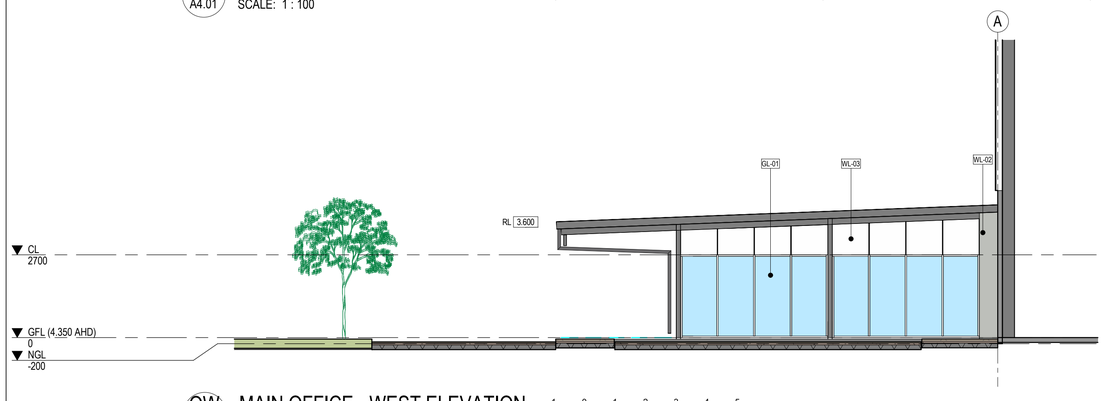

OW A4.01 MAIN OFFICE - WEST ELEVATION
SCALE: 1 : 100

1 0 1 2 3 4 5
m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Drawing Name
MAIN OFFICE - ELEVATIONS

Project Number **2223027**

Drawing No. **A4.02**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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URBANISTA
TOWN PLANNING

31 May 2023

Attention: Planning Services
City of Rockingham
Civic Boulevard
ROCKINGHAM DC WA 6967

Dear Sir/Madam,

LOT 1728 (NO 60) OFFICE ROAD EAST ROCKINGHAM
INDUSTRY – GENERAL (LICENSED)

Urbanista Town Planning have been engaged to obtain development approval for demolition and construction of an Industry – General (Licensed) and Office building at Lot 1728 (No 60) Office Road East Rockingham.

Attached in this submission are the following documents:

- Completed and signed Application for Development Assessment Panel Form, MRS Form 1 and City of Rockingham Development Application Form.
- A current copy of the Certificate of Title.
- Development Plans including a site plan, floor plan and elevations.
- Landscaping Plan.
- A Bushfire Management Plan report.
- A Transport Impact Statement.
- A Waste Management Plan.

In support of the proposal, an assessment against the planning framework is provided below.

THE SITE

The subject site is in East Rockingham and is approximately 2.5 km from Kwinana Beach and is within the East Rockingham Industrial Park: Precinct 2. Vehicular access is along Office Road which connects to Patterson Road to the west and Mandurah Road to the east. Site services such as water and electricity run parallel to the property's street boundary with Office Road.

The lot has a frontage of 282.6 metres and an area of approximately 40,494 m^2 (4.049 ha). The existing building on site is to be demolished. Historically, site has been used for various industrial activities.

An aerial assessment of the site shows the existing building occupies 10,198.13m^2 and is provided with a front setback of 19 metres as well as a 40 metre side setback on either side of the property, with limited to no landscaping. The main building includes an existing warehouse, ancillary office areas, outdoor material storage areas and equipment lay down areas. Figure 1 below depicts an aerial view of the subject site.

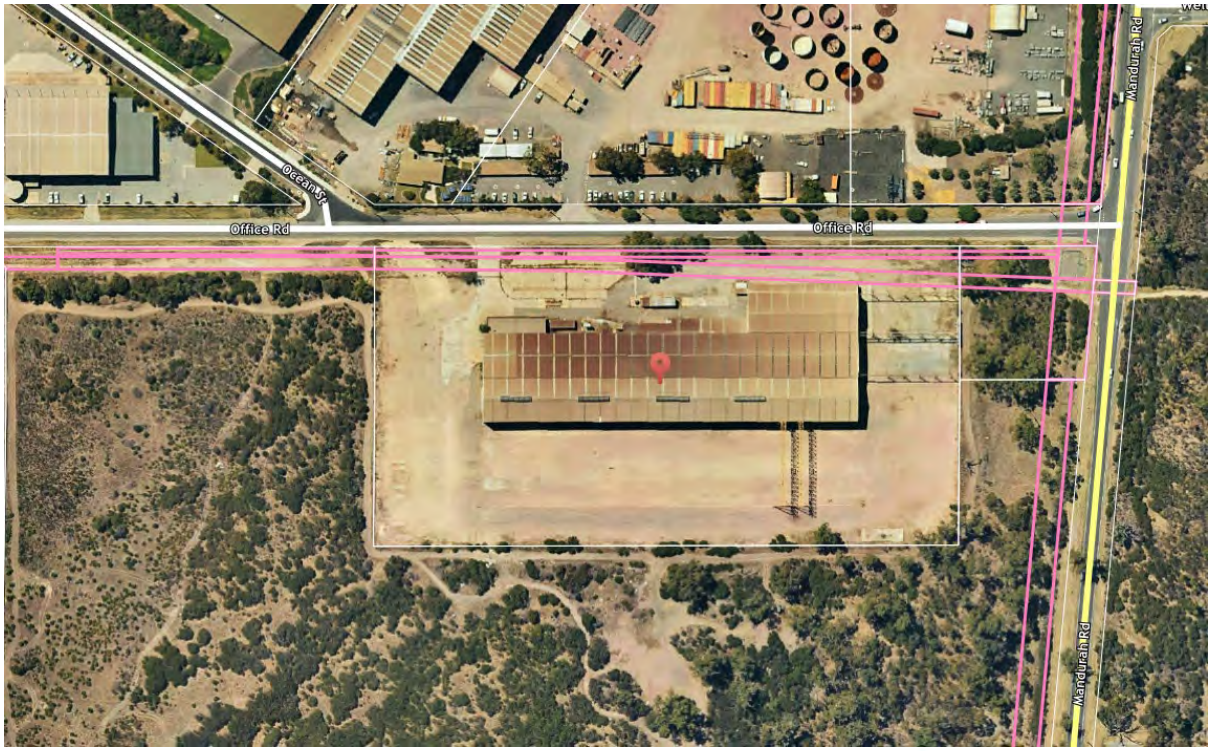


Figure 1: Aerial of Subject Site (easements illustrated in pink)



Figure 2: Existing site as viewed from Office Road

BUILT FORM PROPOSAL

The proposal includes:

- Demolition works of the existing warehouse building that covers the 10,198.13 m^2 of the site. This includes clearing of all hard landscaping on the site and removal of all crane columns and beams in the outdoor areas.
- Construction of 8,813m^2 main workshop area and 437m^2 of office area.
- The construction of 186 car parking bays along the front, side and rear of the building.
- The provision of a landscaped area along the Office Road frontage of the site.



Figure 3: Proposed Building on Site

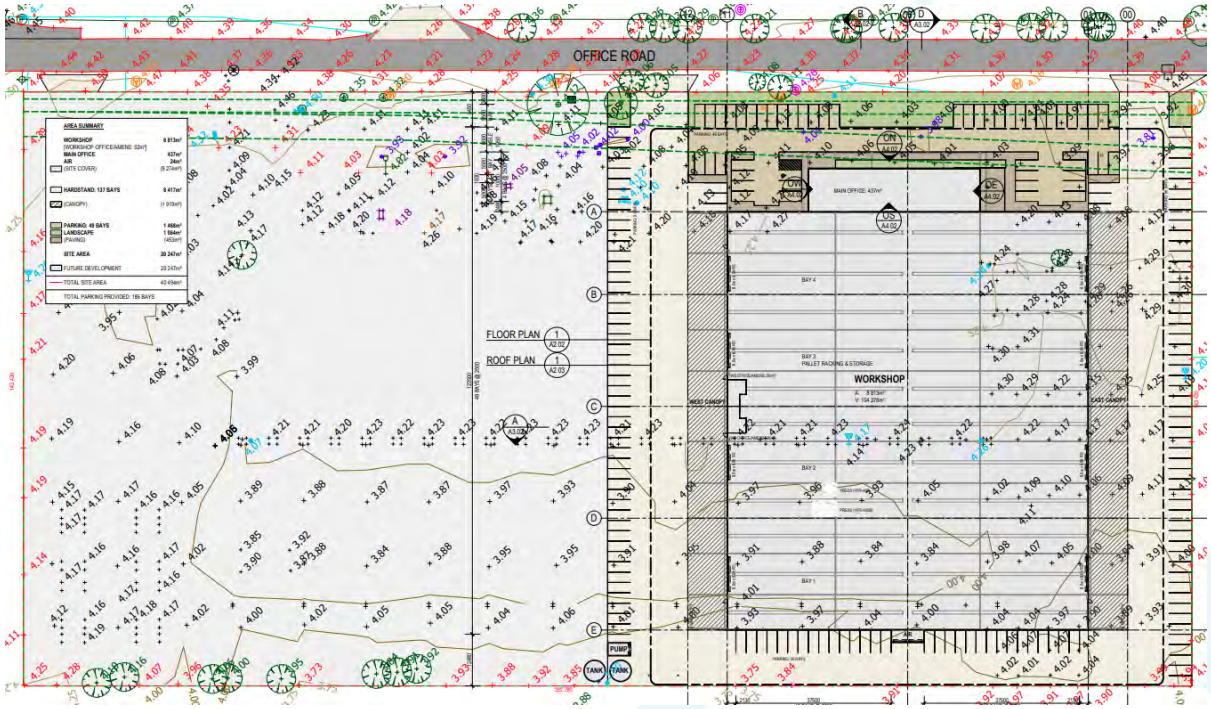


Figure 4: Location of Proposed Building

PLANNING FRAMEWORK & ASSESSMENT

The subject site is zoned Industrial under the Metropolitan Region Scheme and is subject to Improvement Plan No. 14 – Kwinana-East Rockingham.

The subject site is also zoned Special Industry under the City of Rockingham Local Planning Scheme No. 2 ('**LPS 2**') and must also be assessed against the provisions of Clause 4.10 of LPS No. 2 – Industrial Zones and the provisions of State Planning Policy 3.7 – Planning in Bushfire Prone Areas.

As assessment against the relevant provisions of the planning framework is provided in greater detail below.

OBJECTIVES OF THE INDUSTRIAL ZONES

The special industry zone is subject to the broad objectives listed for industrial zones across the Scheme area. An assessment against the objectives, the form of development provisions is provided in the below table.

Industrial Zone – Objectives	
a) *to provide for a range of industrial land uses by establishing guiding principles and policies that are environmentally and socially acceptable;*	The proposed uses, which is discussed in further detail below under the landuse section of this report is consistent with the types of land uses expected in the special industry zone.
b) *to encourage and facilitate the establishment of attractive and efficient industrial areas ensuring that acceptable levels of safety and high standards of amenity are provided through the application of appropriate landuse, design and landscaping controls; and*	The proposed building is designed in a manner that will be attractive and compatible with the built form in the surrounding area. The following colours and materials are proposed: • Aluminium louvers • Roof classing – trimdeck 'zincalume' • Trimdeck colorbond • Powdercoated rollershutters • Painted concrete • Roof lights • Palisade sliding gate and fencing It is considered the proposed building will make a positive contribution to the industrial locality and will revitalise the subject site.

Industrial Zone – Objectives	
c) *to ensure that industrial areas are developed in a manner which has due regard to potential industries and their infrastructure needs, and that adjacent urban areas are not subjected to pollution and hazards.*	The surrounding zone is industrial, which means the proposed land uses and their associated activities and operations are compatible with the locality. The activities and operations proposed at the site will be undertaken in accordance with any conditions of approval.

General Development Provisions	
a) *The facades of all buildings visible from the primary road or open space area shall be of masonry construction or any other material approved by the local government in respect of the ground floor level, provided that if concrete panels are used, such panels must have an exposed aggregate or textured finish. The second floor level, or its equivalent may be constructed of any other material in accordance with the Building Code of Australia and to the satisfaction of local government.*	• The façade of the building will be visible from the primary street (Office Road), as it is set back only 18.4 metres from the street. • Additionally, nothing will obstruct views from the street to the building, except landscaping and car parking areas. • Coloured concrete panels are proposed to the façade of the building.
b) *No fence visible from a road or open space reserve shall be constructed of materials/colours which in the opinion of local government are unsightly or detract from the amenity of the locality, or be used for signage where the approval of the local government has not been granted. Any industrial (e.g. chain wire) fencing forward of the street building setback line shall be landscaped to the satisfaction of the local government.*	• High quality garrison style fencing to the primary street is proposed. • This style of fencing provides for permeability between the development site and the street.
c) *No use of the area between the street alignment and the prescribed building setback line shall be permitted other than for landscaping, or for pedestrian and vehicular circulation and parking, except that not more than 20% of the setback area may be used for trade display purposes, to be approved at the discretion of the local government.*	• The setback area will only be used for landscaping and car parking. • The setback area is not intended to be used for trade display purposes.

Based on the above, it is considered the proposal meets the objectives and the general development provisions for industrial zones and can be supported.

LAND USE AND OPERATIONS

The company which is to occupy the development specializes in the design, manufacturing, and supply of mining products. The products to be manufactured on-site include bolts, beams, channels, trusses and the like. They will be manufactured on the site in the area identified as 'workshop' on the floor plan, this area includes machinery, presses, maintenance, storage, and laydown areas.

The operations will also include the storage of over 1000m³ of chemicals. These chemicals include at least one carbon to carbon bond and is a liquid at standard temperature pressure and will be fully bunded. The floor plan includes a storage area located near the main office. The storage of these chemicals will be undertaken to limit discharge and risk, refer to the SLR letter provided.

Further to the above, the operations will also include metal coating undertaken in the paint booth facility within the warehouse located in the north-eastern portion of the building on the floor plans. This will be used to paint products such as the steel bolts manufactured on the site. The coating will be more than 1000L a year and similarly to the chemical storage will be appropriate managed to limit discharge and risk, refer to the SLR letter provided.

It is proposed that there will be a maximum number of 40 staff on site at any given time and the hours of operation shall be from 6:00am to 11:00pm, seven days a week.

The type of operations will require a license or registration under the *Environmental Protection Regulations 1987* ('**Regulations**'). This has been confirmed by SLR as per their letter dated 23 May 2023. Accordingly, the land use proposed is 'industry – general (licenced)' which is defined as follows:

> *Industry – General (Licensed) - means an industry which is a category of Prescribed Premises set out in Schedule 1 of the Environmental Protection Regulations 1987 or premises subject to registration set out in Schedule 2 of the Environmental Protection Regulations 1987, but does not include an abattoir, agriculture—intensive, industry-extractive, industry-hazardous, industry noxious, industry—rural, landfill (Prescribed Premises Category 63, 64, 65 and 66), livestock holding facility, piggery or stockyards*

DEVELOPMENT REQUIREMENTS

Setbacks and Frontage

Table 2 of LPS 2 provides the building setback requirements for the Industrial zone including the special industrial zone. The below table provides an assessment against these requirements.

Provision	Requirement	Proposed
Primary Street Setback	15 metres	18 metres
Secondary Street Setback	10 metres	N/A – no secondary street
Rear & Side Setback	In accordance with the Building Code of Australia	Side boundary (South): 15.5 metres

Based on the above assessment, the proposed development complies with the setback and frontage requirements for the Special Industry zone of LPS 2 and can be supported.

The above image depicts that the entire setback area is used only for landscaping, parking and vehicle movement purposes. On this basis, it is considered the proposed industrial building can be supported as the use of this area accords with the provisions of Clause 4.17.3.

Landscaping Requirements for Industrial Zones

Table 3 of TPS 2 provides the landscaping requirements for industrial zones, including the special industry zone. The table below provides an assessment against the provisions listed in the Scheme.

Provision	Requirements	Proposed
Primary Street Frontage Landscaping	10 metres minimum, plus street verge	Minimum of 3 metres, maximum of 8.5 metres
Secondary Street Landscaping	5 metres, plus the street verge	N/A – no secondary street

Although the proposal does not strictly comply with the Scheme's landscaping provisions, it is considered the proposed landscape design is acceptable for the following reasons:

- A detailed landscaping plan has been prepared for the development. The landscaping design proposes a mix of high quality vegetation to compliment the façade of the building and add visual interest to a dilapidated part of the City's industrial zone.
- Specifically, a total of 31 species are proposed within the overall landscaping area of the property. Of these 31 species, 10 of these are bio filter plants. The use of bio filter plants enables wastewater treatment (through plants) that use microorganisms to break down pollutants in water. These microorganisms consume the organic matter and other pollutants, converting them into harmless by-products like carbon dioxide and water. It is considered this use of bio filtration planting will improve the long term sustainability and viability of the site.
- The proposed planting palette provides for a mix of plants. Specifically coral gum is proposed along the front car park area. This species grows to an approximate height of 6-8 metres and will provide for meaningful landscaping in the 3 metre wide planting area.

- Weeping peppermint is proposed in the 8.5 metre wide landscaping area. This species grows to an approximately height of 7 metres and will be in the central/focal part of the landscaping area proposed at the front of the property.
- Planting (strappy planting and shrubs) is also proposed along the façade of the office portion of the building that addresses the street. Although this planting is proposed behind the setback area, it is still visible from the street and will help to soften the façade of the industrial building.

Given the above, it is considered the proposed landscaping design will enhance the overall amenity of the building and its relationship with the street. Based on the basis, the proposed variations to the landscaping provisions can be support.

Car Parking

As outlined in LPS 2, parking provisions shall be made on site for motor vehicles and all developments on industrial zoned land in accordance with the provisions of clause 4.15 and Table No. 2.

The parking requirement for industry is 1 bay per 50m^2 NLA for factory units and showrooms, plus 1 bay per 100m^2 NLA for warehouses or 1 bay per employee, whichever is greater. The below table provides an assessment of the car parking requirements for the existing and proposed land uses on the subject site.

Land Use	Car Parking Requirement	Required	Number of Required Bays
Industry	1 bay per 50m^2 NLA for factory units and showrooms, plus 1 bay per 100m^2 NLA for warehouses or 1 bay per employee. Assumption will be 1 bay per 50 m^2 NLA.	185 car bays Total area = 9,250m^2	186 car bays

Based on the above table, the number of car parking bays depicted on the site plan complies with the provisions of the LPS 2 and can be supported.

BUSHFIRE

The subject site falls within a bushfire prone area and given this, must therefore be assessed against the provisions of State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7). Figure 6 below depicts the portion of the site that is subject to the bushfire prone area (shaded pink).



Figure 5: Bushfire Prone Area – subject site bordered blue

Clause 6.2 a) of SPP 3.7 states that development applications within designated bushfire prone areas relating to land that has or will have a Bushfire Hazard Level above low and/or Bushfire Attack Level (BAL) rating above BAL-LOW apply are to comply with the policy measures.

On this basis, a Bushfire Management Plan (BMP) has been prepared in support of the application. The BMP identifies that the proposal can achieve a BAL-29 rating. This is on the proviso that the property maintains vehicular access routes to the required surface condition and clearances and maintains the Asset Protection Zone (APZ) over the entire lot.

It is considered that the proposal satisfies the provisions of SPP 3.7 and can be supported subject to a condition requiring compliance with the BMP.

CONCLUSION

Overall, the development is consistent in scale and form with other development in the locality, and unlikely to have any notable impact on the amenity of adjacent properties or the streetscape generally. It is considered that the works can be accommodated on the subject site.

We look forward to working with the City to reach an amicable and timely solution in development approval. Should you have any question in relation to the details provided in this submission, please contact Bianca Sandri on 6444 9171 or bianca@urbanistaplanning.com.au.

Yours sincerely,



Bianca Sandri
Director

Government of **Western Australia**
Development Assessment Panels

DAP FORM 1

Notice of Development Application to be Determined by a Development Assessment Panel

Planning and Development Act 2005
Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 7, 10 and 21

Application Details

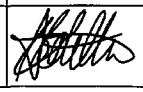
To	*Name of local government and/or Western Australian Planning Commission* City of Rockingham	
Planning Scheme(s)	*Name of planning scheme(s) that applies to the prescribed land* City of Rockingham Local Planning Scheme No. 2	
Land	*Lot number, street name, town/suburb* Lot 1728 Office Road East Rockingham	
Certificate of Title (provide copy)	*Volume Number* 1912	*Folio* 815
	Location Number	*Plan / Diagram Number* 166742
Details of development application made to responsible authority	*Summary of Proposal* Proposed Industry General (Licenced) and Office with Car Parking area	
Development Use	*Residential / Commercial / Industrial / Rural / Mixed Use / Other* Industrial	
Estimated cost of development (GST Exc)	$10,000,000.00	

Part A – Acknowledgement by Applicant and Landowner

Mandatory Application	☒ I give notice that I understand that this is a mandatory Development Assessment Panel application *(regulation 5)*
Optional Application	☐ I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel *(regulation 6)*
Delegated Application	☐ I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination *(regulation 9)*

Applicant Details (to be completed and signed by applicant)

- By completing this notice, I declare that all the information provided in this application is true and correct.
- I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.

Name	Bianca Sandri	
Company	Urbanista Town Planning	
Address	*Street Number/PO Box number, street name, suburb, state, postcode* Level 1, 231 Bulwer Street Perth WA 6000	
Contact Details	*Email* bianca@urbanistaplanning.com.au	*Phone* 6444 9171
Signature		*Date* 24/03/2023

Landowner Details (to be completed and signed if landowner is different from applicant)

- By completing this notice, consent is provided to submitting this application.
- If there are more than two landowners, please provide all relevant information on a separate page.
- Signatures must be provided by all registered proprietors or by an authorised agent as shown on the Certificate of Title.
- Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.
- Companies, apart from sole directors, are required to provide signatories for two directors, a director and the company seal or a director and a company secretary.

Company (if applicable)		
Contact Details	*Email* robert.franco@mimaro.com.au	*Phone* 0419 221 221
Address	*Street Number/PO Box number, street name, suburb, state, postcode* PO Box 5059 Dalkeith WA 6009	
Name/s	Mario Giosue Franco, Immacolata Franco, Michael Franco, Robert Franco	
Title/s	*Landowner/Sole Director/Director* (2 signatures required)	*Additional Landowner/ Director/Secretary* (if applicable)
Signature/s	x IF x MGF	x MGF x RMF
Date	27/3/23	27/3/23

Part B – Acknowledgement by Local Government

Responsible Authority	☐ Local Government (LG) ☐ * Western Australian Planning Commission (WAPC) ☐ * Dual – Local Government and Western Australian Planning Commission ☐ Department of Finance – *Public Primary School Applications*	
* WAPC/DUAL reporting details	*If WAPC or DUAL is selected, please provide details of relevant provision (or within covering letter)*	
Fees for applications *(DAP Regulations - Schedule 1)*	$ Amount that has been paid by the applicant $ Amount to be paid by local government *(delegated applications only - regulation 22)*	
Statutory Timeframe *(regulation 12)*	☐ 60 days (advertising not required) ☐ 90 days (advertising required or other scheme provision)	
LG Reference Number		
Name of planning officer *(Report Writer)*		
Position/Title		
Contact Details	*Email*	*Phone*
Planning Officer's Signature		*Date*

Please refer to the Guidance Note: Lodging a DAP Application for further information.

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

MRS | Form 1 Application for Planning Approval

Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details **must** be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent.

Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name	Mario Giosue Franco, Immacolata Franco, Michael Franco, Robert Franco		
Company/agency (if applicable)			
ACN/ABN (if applicable)			
Postal address	PO Box 5059		
Town/suburb	Dalkeith	Postcode	6009
Signature	The landowner/s or authorised agent consets to the applicant submitting this application x IF x MRF x MLF x RMF	Date	27/3/23
Print name and position (if signing on behalf of a company or agency)			

Applicant details

Name/company	Urbanista Town Planning		
Contact person	Connie Lincoln		
Postal address	Level 1, 231 Bulwer Street		
Town/suburb	Perth	Postcode	6000
Phone	6444 9171	Email	bianca@urbanistaplanning.com.au
Applicant signature			
Print name and position (if signing on behalf of a company or agency)	Bianca Sandri	Date	24/03/2023

Property details

Certificate of title description of land:		Lot No	1728	Location No	
Plan or diagram	P166742	Vol	1912	Folio	815
Certificate of title description of land:		Lot No		Location No	
Plan or diagram		Vol		Folio	

Title encumbrances (e.g. easements, restrictive covenants)	Easements, caveat and memorial
Locality of development (house no., street name, suburb, etc)	60 Office Road, East Rockingham
Nearest street intersection	Mandurah Road
Existing building/land use	Warehouse
Description of proposed development and/or use	Industry - General (Licensed) and Office with Car Parking area
Nature of any existing buildings and/or use	Warehouse
Approximate cost of proposed development (excl. gst) $	$10,000,000.00
Estimated time of completion	Within 2 years of development approval.

Office use only

Acceptance officer's initials		Date received	
Local government reference No.		Commission reference No.	

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Additional Information to be provided on the MRS Form 1

Is the development within a designated Bushfire Prone Area?	✓ Yes	No
If 'yes', have bushfire hazard issues been identified and addressed (e.g.by providing a BAL Assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application)?	✓ Yes N/A	No
If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.		
Does your application require determination by a Development Assessment Panel? (DAP)	✓ Yes	No

Please refer to the following website for DAP requirements: www.dplh.wa.gov.au/daps

If yes, please complete DAP Application Form as per DAP requirements.

Checklist (supporting information)

Please complete the checklist below and ensure that all the relevant information is provided with the application.

1. Completed Metropolitan Region Scheme (MRS) Form 1
2. Plans at a scale not less than 1:500 (A3) showing:-
   - (i) the location of the site including street names, lot number(s), north point and the dimensions of the site;
   - (ii) the existing and proposed ground and floor levels over the whole of the land that is the subject of the application, including details of proposed cut and fill, and retaining walls;
   - (iii) the location, metric dimensions, materials, finishes and type of all existing and proposed structures, including services, on the land that is the subject of the subject of the application and all existing structures and vegetation proposed to be removed;
   - (iv) the existing and proposed use of the site, including proposed hours of operation and buildings to be erected on the site;
   - (v) the existing and proposed means of access and egress for pedestrians and vehicles to and from the site;
   - (vi) the location, number, dimensions and layout of all car parking spaces intended to be provided, including provision for the disabled;
   - (vii) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;
   - (viii) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop those areas;
   - (ix) the nature and extent of any open space and landscaping proposed for the site; and
   - (x) proposed external lighting and signage.
3. Plans, elevations and sections, as appropriate, of any building or structure proposed to be erected or altered and of any building or structure it is intended to retain;
4. Any specialist studies that the responsible authority may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering or urban design studies;
5. Any management plans the responsible authority may require to support or implement the application; and
6. Any other plan or information that the responsible authority may require to enable the application to be determined. This may include scale models or information in digital formats.

For additional information please refer to Development Control Policy 1.2
www.dplh.wa.gov.au/getmedia/37533b97-e0ad-4947-9d00-c4d62fa92746/DCP_1-2_general_principles

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Development application checklist - lodgement requirements

Application signatures	The MRS Form is to be signed by the registered proprietor/s as shown on the certificate/s of title. Where the landowner/s cannot sign, an authorised agent can sign and attach evidence of the authority. If the subject land is owned by a company, you must confirm whether it is a sole proprietorship company and state the full name/s and position/s of the company signatory/ies. Appropriate company signatory/ies include one director and the company seal, two directors, or one director and one secretary. Eg: _____ _____ John F. Smith - Director, Smith Pty Ltd; Peter S James - Director, Smith Pty Ltd Or _____ John F. Smith - Sole Director, Smith Pty Ltd If the subject land is owned by a strata company, consent can be signed by the strata company secretary or by an elected person of the strata company providing proof of authority either by letter of delegated authority, signed by all strata owners or minutes showing delegated authority.
Certificate of Title	Ensure the Certificate of Title/s is/are current (within 6 months) and provide copy/s.
Change of name	Applications made by either private owners or companies who have changed names to that depicted on the Certificate of Title, must provide supporting documentation showing the change of name such as: • a transfer of land document that incorporates a lodgement receipt, • a company search from the Australian Securities and Investment Commission, • a marriage certificate or • a change of name certificate.
Contacts	A contact name, phone and email address is essential, in the event more information is required and for issuing correspondence relating to the Department's decision.
Contracts of sale	Where the land is subject to a contract of sale or offer and acceptance, evidence of landowner's consent must be provided. Relevant evidence may include; • an express provision of consent by the vendor on the contract of sale or offer and acceptance, • a letter of consent from the registered proprietor/s giving prospective purchaser/s consent to lodge the application or • a copy of the transfer of land document that incorporates a lodgement receipt.
Crown land	Where the land is registered in the name of the Crown, the application form must be signed by an authorised officer of the Department of Lands, stating the name and position. Alternatively, a letter of consent from the authorised Crown land officer.
Deceased estates	Where the land is registered in joint tenants, a copy of the death certificate of the deceased landowner must be provided. Where the land is registered in tenants in common, a copy of the grant of probate or endorsed enduring power of attorney must be provided.
Designated Bushfire Prone Area	If the proposed development is located within a Bushfire Prone Area according to the Map of Bush Fire Prone Areas, then bushfire hazard issues should be identified and addressed (e.g. by providing a BAL assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application). If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.
Emailed documents	Emailed applications or documents are acceptable, however the application must be signed by the registered proprietor/s.
Government agencies	Where the land is registered in the name of a government authority, the application form must be signed by an authorised officer of the relevant authority, stating the name and position of the signatory/s. Alternatively, a letter of consent signed by an authorised officer.

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

APPLICATION FOR DEVELOPMENT APPROVAL

Before completing this form, please consider lodging your application on-line - https://rockingham.wa.gov.au and register via Rock Port to lodge your application.

OWNER DETAILS

Name : Mario Giosue Franco, Immacolata Franco, Michael Franco, Robert Franco

ABN (if applicable)

Address : PO Box 5059 Dalkeith WA Postcode: 6009

Phone: Work: Home: Mobile: 0419 221 221

Fax: Email: robert.franco@mimaro.com.au

Contact Person for correspondence: Robert Franco

Signature x IF x MAF Date 27/3/23

Signature x MAF y RMF Date 27/3/23

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).

APPLICANT DETAILS (if different from owner)

Name: Urbanista Town Planning

Address: Level 1, 231 Bulwer Street, Perth

Postcode 6000

Phone: Work: 6444 9171 Home: Mobile

Fax: Email: bianca@urbanistaplanning.com.au

Contact person for correspondence: Bianca Sandri

The information and plans provided with this application may be made available by the City of Rockingham for public viewing in connection with the application. Yes ☐ No ☐

Signature: Date: 24/03/2023

PROPERTY DETAILS

Lot No. 1728 House/ Street No. 60 Street Name Office Road

Suburb East Rockingham Nearest Street Intersection Mandurah Road

Title Encumbrances (eg. Easements, Restrictive Covenants) Easements, Caveat and Memorial

Certificate of Title Vol. No: 1912 Folio 815 Diagram/Plan No: 166742

PROPOSED DEVELOPMENT

Nature of development: Works ☐

Use ☐

Works and Use ☑

Is an exemption from development claimed for part of the development? Yes ☐ No ☑

If Yes, is the exemption for: Works ☐

Use ☐

Description of proposed works and/or land use: _____

Description of exemption claimed (if relevant) N/A

Nature of any existing buildings and/or land use: Warehouse

Approximate cost of proposed development (exclusive of GST): $ 10,000,000

Estimated time of completion: Within 2 years of approval

OFFICE USE ONLY

Acceptance Officer's Initials: _____ Date Received: _____

Application Reference No. _____

Parcel No. _____ File No. _____

Application Fee $ _____ Date Sought _____ Date Received _____

Receipt No. _____ Planning Account No. 711 (Application Planning Fee)

FEE STRUCTURE FOR DEVELOPMENT APPLICATIONS

ITEM	APPLICATION TYPE	FEE
1	Determination of an Application for Development Approval (other than an Extractive Industry) where the estimated cost of the development is:	
	(a) not more than $50,000	$147
	(b) more than $50,000 but not more than $500,000	0.32% of the estimated cost of the development
	(c) more than $500,000 but not more than $2.5M	$1,700 + 0.257% for every $1 in excess of $500,000
	(d) more than $2.5M but not more than $5M	$7,161 + 0.206% for every $1 in excess of $2.5M
	(e) more than $5M but not more than $21.5M	$12,633 + 0.123% for every $1 in excess of $5M
	(f) more than $21.5M	$34,196
2	Determining a Development Application (other than for an Extractive Industry) where the development has commenced or been carried out	The fee in Item 1 plus, by way of a penalty, twice that fee.
3	Determining an application to amend or cancel Development Approval	$295
4	Determining a Development Application for an Extractive Industry, where the development has not commenced or has not been carried out.	$739
5	Determining a Development Application for an Extractive Industry, where the development has commenced or has been carried out.	The fee in Item 4 plus, by way of a penalty, twice that fee.
6	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has not commenced or been carried out	$295
7	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has commenced or been carried out	The fee in Item 6 plus, by way of a penalty, twice that fee.
8	Building Envelope Variation	$500

Note: The estimated cost of Development is exclusive of GST. All fees are exclusive of GST unless otherwise indicated.

GENERAL INFORMATION REQUIRED FOR DEVELOPMENT APPLICATIONS

1. A completed **Application for Development Approval** (copy attached), signed by the landowner or party acting under written authority from the landowner.

2. The relevant **Development Application Fee**, as detailed above.

3. A **written explanation** of the proposal that expands on the information in the Application for Development Approval, including for example the proposed hours of operation, numbers of employees and clients at any one time.

4. Two (2) hard copies and one (1) electronic copy (PDF format) of plans at a scale of 1:100 or 1:200 including:

   (i) **Site Plan**, which shows the following:

   (a) street names, lot number(s), north point and the dimensions of the site;

   (b) the existing and proposed ground levels over the whole of the land the subject of the application and the location, height and type of all existing structures, as well as any structures and vegetation to be removed;

   (c) the existing and proposed use of the site;

   (d) dimensioned position of proposed buildings and structures to be erected on the site;

(e) the existing and proposed means of access for pedestrians and vehicles to and from the site;

(f) the location, number, dimensions and layout of all car parking spaces intended to be provided in accordance with Australian/ New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* and Australia/ New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Of-street parking for people with disabilities*;

(g) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;

(h) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop the same;

(i) the nature and extent of any open space and landscaping proposed for the site;

(j) existing and proposed walls and fences;

(k) existing and proposed sealed areas;

(l) stormwater drainage and method of on-site disposal;

(m) existing and proposed levels, embankments and retaining walls (where the proposed development involves alterations to the natural level of the ground); and

(ii) **Floor Plans, and Sections** of any building proposed to be erected or altered and any building that is intended to be retained which must also show dimensions of the buildings and setbacks from boundaries.

(iii) **Elevation Plans**, which show natural ground levels, proposed ground levels, finished floor levels, finished ceiling levels and ridge heights.

(iv) **Streetscape Elevation Plan**

(v) **Landscape Plan**

(vi) **Report** on any specialist studies in respect of the development that the City requires the applicant to undertake, such as a Bushfire Management Plan, Transport Impact Statement and Transport Impact Assessment, Heritage Impact Statement, Signage Strategy, site survey, environmental, engineering or urban design study; and

(vii) **Heritage** – Where the application relates to a place entered onto the City's Heritage List other information may be required as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulation 63(3).

(viii) Written justification where any variations to the R Codes 'Deemed to Comply' criteria are proposed.

5. Any other information that the City reasonably requires to enable the application to be determined.

PRE LODGMENT CONSULTATION (Optional)

If you have had any pre-lodgment discussions with a City Planning Officer prior to the submission of this Development Application, please confirm the following:

Planning Officer: _____ Date (if known) _____

Matters Discussed _____

_____

Form of communication: Email ☐ Phone ☐ Meeting ☐ Letter ☐

Should you require further assistance, please call the City's Planning Services on 9527 0748.

WESTERN AUSTRALIA

REGISTER NUMBER	
1728/DP166742	
DUPLICATE EDITION **5**	DATE DUPLICATE ISSUED **13/12/2022**

VOLUME **1912** FOLIO **815**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 1728 ON DEPOSITED PLAN 166742

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

MARIO GIOSUE FRANCO
IMMACOLATA FRANCO
MICHAEL FRANCO
ROBERT FRANCO
ALL OF P O BOX 5059 DALKEITH WA 6009
AS JOINT TENANTS

(T P343992) REGISTERED 4/11/2022

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. C037968 EASEMENT TO AMPOL EXPLORATION LIMITED, SHELL DEVELOPMENT (AUSTRALIA) PTY. LIMITED, TEXACO OVERSEAS PETROLEUM COMPANY AND CALIFORNIA ASIATIC OIL COMPANY. SEE SKETCH ON VOL 1912 FOL 815. REGISTERED 3/12/1980.
   K395712 NOTIFICATION. THE GRANTEES OF EASEMENT C037968 ARE NOW APT PARMELIA PTY LTD PURSUANT TO SECTION 20(5) OF THE PETROLEUM PIPELINES ACT 1969. RECORDED 31/10/2007.
2. C959055 EASEMENT BURDEN SEE SKETCH ON VOL 1912 FOL 815. REGISTERED 15/2/1985.
3. *L312120 CAVEAT BY NOVACOAT (WA) PTY LTD LODGED 11/5/2010.
4. *L417034 MEMORIAL. CONTAMINATED SITES ACT 2003 REGISTERED 2/9/2010.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1912-815 (1728/DP166742)
PREVIOUS TITLE: 1564-272

END OF PAGE 1 - CONTINUED OVER

Subject to dealing

LANDGATE COPY OF ORIGINAL NOT TO SCALE 20/03/2023 01:33 PM Request number: 64856217

Landgate
www.landgate.wa.gov.au

PROPERTY STREET ADDRESS: 60 OFFICE RD, EAST ROCKINGHAM.
LOCAL GOVERNMENT AUTHORITY: CITY OF ROCKINGHAM

Subject to dealing

LANDGATE COPY OF ORIGINAL NOT TO SCALE 20/03/2023 01:33 PM Request number: 64856217

Landgate
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GENERAL NOTES
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2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
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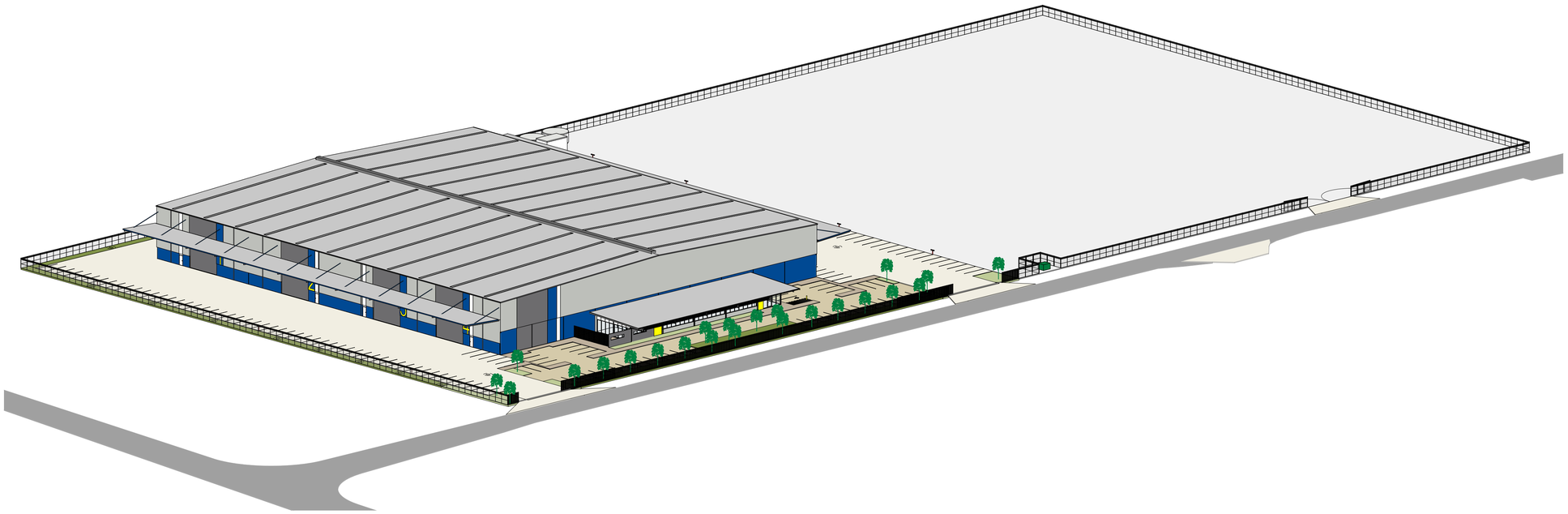
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

SPECIAL INDUSTRIAL DEVELOPMENT
Lot 1728 (No 60) Office Road
EAST ROCKINGHAM WA
for
Lupomar Pty Ltd



VIEW LOOKING SOUTH WEST

DRAWING LIST				
Drawing No	Drawing Name	Revision	Revision Date	Revision Description
A0.00	COVER SHEET	P	230322	DEVELOPMENT APPLICATION
A1.01	LOCATION PLAN	P	230322	DEVELOPMENT APPLICATION
A1.02	LOCALITY PLAN	P	230322	DEVELOPMENT APPLICATION
A1.03	SITE PLAN - EXISTING	P	230322	DEVELOPMENT APPLICATION
A2.00	SITE PLAN - DEMOLITION	P	230322	DEVELOPMENT APPLICATION
A2.01	SITE PLAN - PROPOSED	P	230322	DEVELOPMENT APPLICATION
A2.02	SITE PLAN - SURVEY	P	230322	DEVELOPMENT APPLICATION
A2.03	FLOOR PLAN	P	230322	DEVELOPMENT APPLICATION
A2.04	ROOF PLAN	P	230322	DEVELOPMENT APPLICATION
A3.01	ELEVATIONS	P	230322	DEVELOPMENT APPLICATION
A3.02	SECTIONS	P	230322	DEVELOPMENT APPLICATION
A4.01	MAIN OFFICE - PLANS	P	230322	DEVELOPMENT APPLICATION
A4.02	MAIN OFFICE - ELEVATIONS	P	230322	DEVELOPMENT APPLICATION

TIM MANSER-SMITH
ARCHITECT **PTY LTD**
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P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **COVER SHEET**

Project Number: **2223027**

Drawing No.: **A0.00**

Rev.: **P**

Reduction 25mm on A1 | Scale | Date **February 2023** | Drawn **TMS** | Checked -

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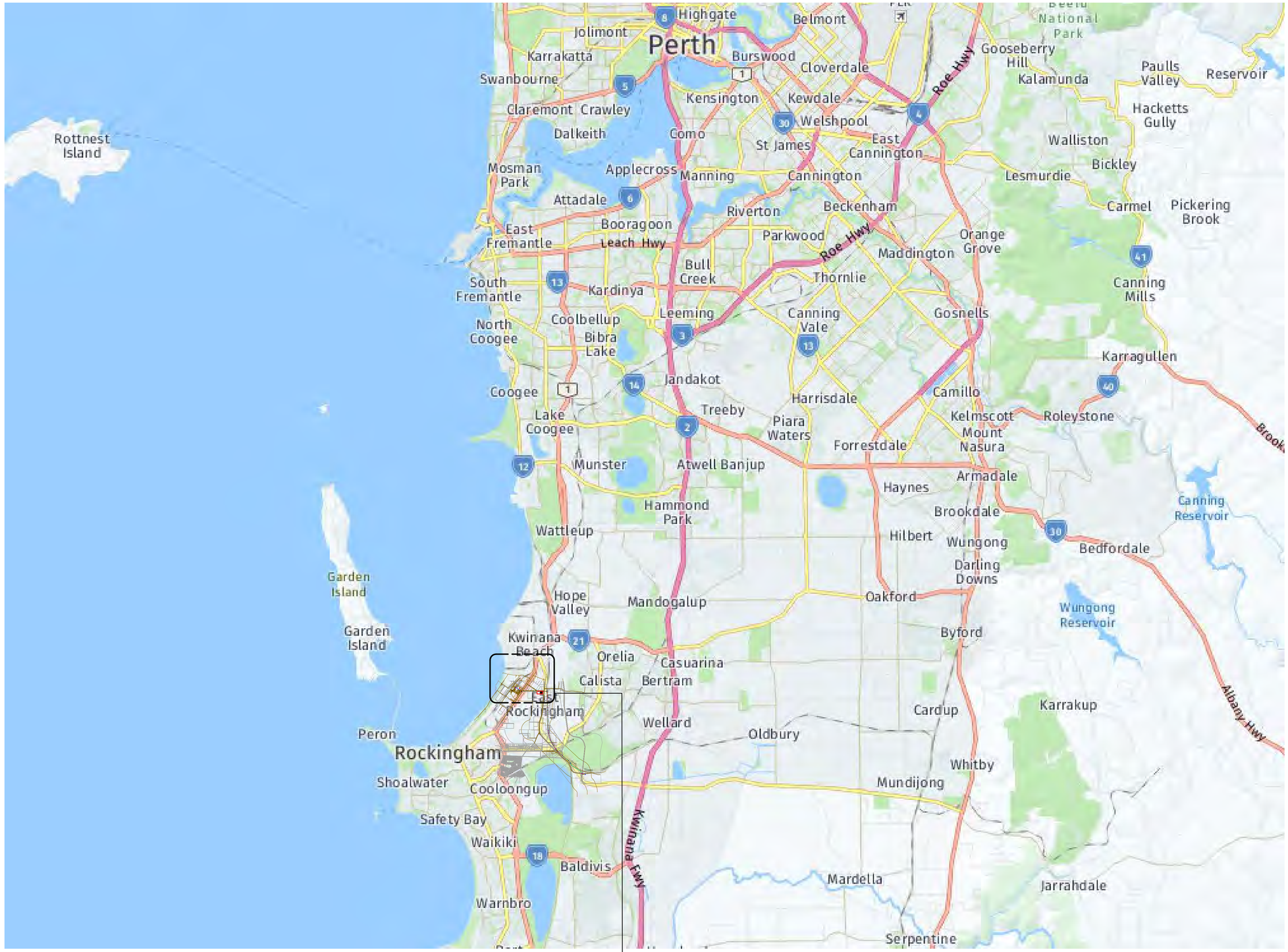

1 / A1.02 LOCALITY PLAN

LOCATION PLAN
SCALE: 1 : 100000

1000 0 1000 2000 3000 4000 5000 m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCATION PLAN

Project Number **2223027**

Drawing No. **A1.01**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 100000** | Date **February 2023** | Drawn **TMS** | Checked -

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X A1.03 SITE PLAN - EXISTING
D A2.00 SITE PLAN - DEMOLITION
1 A2.01 SITE PLAN - PROPOSED
1 A2.02 SITE PLAN - SURVEY

1 A1.01 LOCALITY PLAN
SCALE: 1 : 5000
50 0 50 100 150 200 250 m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCALITY PLAN

Project Number **2223027**

Drawing No. **A1.02**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 5000** | Date **February 2023** | Drawn **TMS** | Checked -

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OCEAN ST STREET

OFFICE ROAD

MANDURAH ROAD

9009

622

282.26

143.43

EASEMENT

MIXED SURFACE
SAND/CONCRETE/BITUMEN

CRANE COLUMNS/BEAMS

STEEL
SIGN

CRANE BEAM/PLINTHS

CRANE BEAMS

GANTRY RAIL

X
A1.02
SITE PLAN - EXISTING
SCALE: 1 : 500
5 0 5 10 15 20 25 m

TIM MANSER-SMITH
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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SITE PLAN - EXISTING

Project Number **2223027**

Drawing No. **A1.03**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 500** | Date **February 2023** | Drawn **TMS** | Checked **-**

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CRANE BEAMS

GANTRY RAIL

282.26

143.43

D
A1.02
SCALE: 1 : 500

SITE PLAN - DEMOLITION

5 0 5 10 15 20 25 m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SITE PLAN - DEMOLITION

Project Number
2223027

Drawing No.
A2.00

Rev.
P

Reduction 25mm on A1 | Scale **1 : 500** | Date **February 2023** | Drawn **TMS** | Checked -

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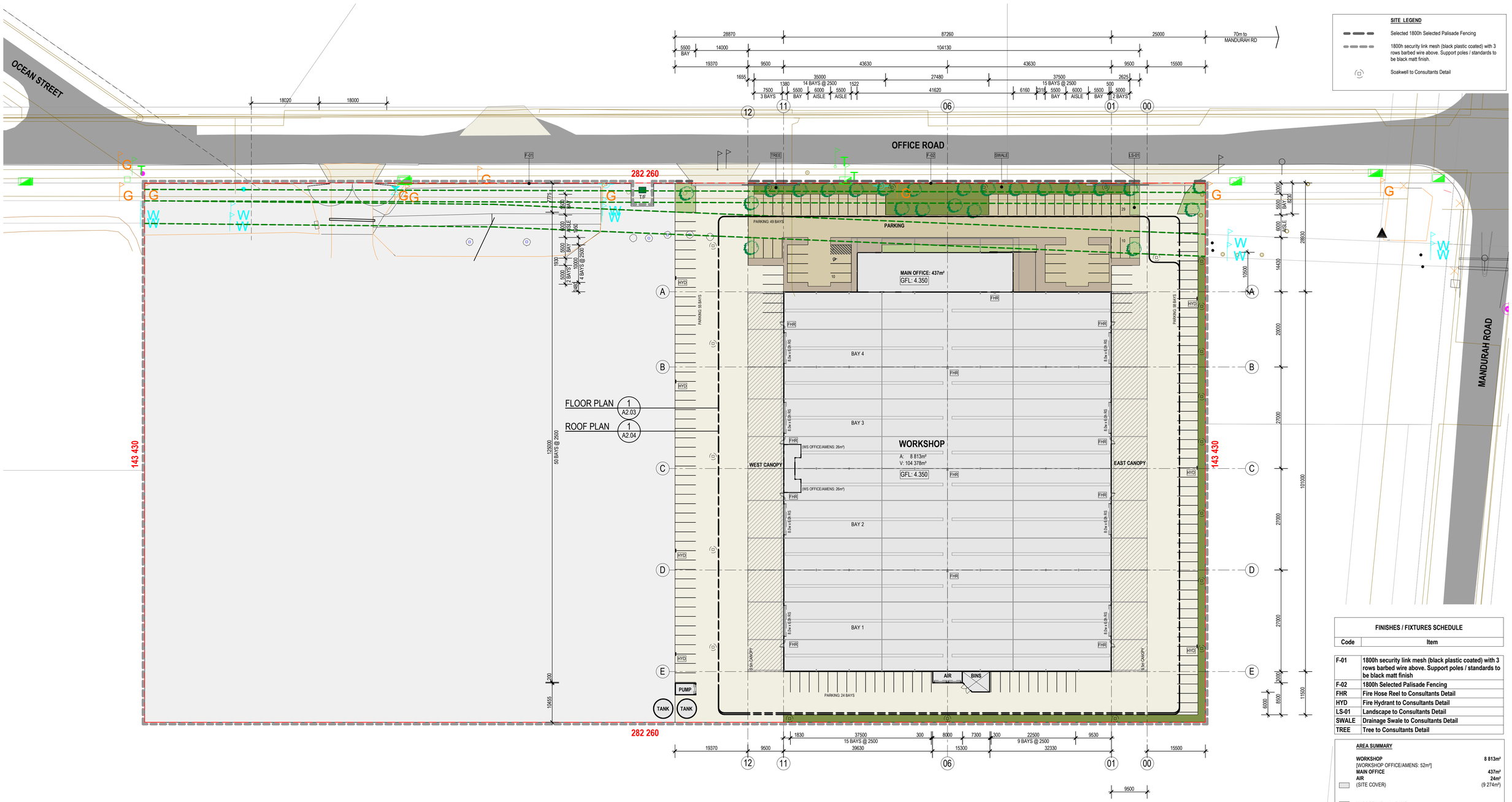

SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail

FINISHES / FIXTURES SCHEDULE	
Code	**Item**
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

	WORKSHOP	**8 813m²**
	[WORKSHOP OFFICE/AMENS: 52m²]	
	MAIN OFFICE	**437m²**
	AIR	**24m²**
	(SITE COVER)	(9 274m²)
	HARDSTAND: 137 BAYS	**7 926m²**
	(CANOPY)	(1 919m²)
	PARKING: 49 BAYS	**1 468m²**
	TOTAL LANDSCAPE	**1 579m²**
	(LANDSCAPE)	(262m²)
	(LANDSCAPE SWALE)	(919m²)
	(PAVING)	(398m²)
	SITE AREA	**20 247m²**
	FUTURE DEVELOPMENT	20 247m²
	TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 186 BAYS

1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

TIM MANSER-SMITH
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P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01**

Rev.: **P**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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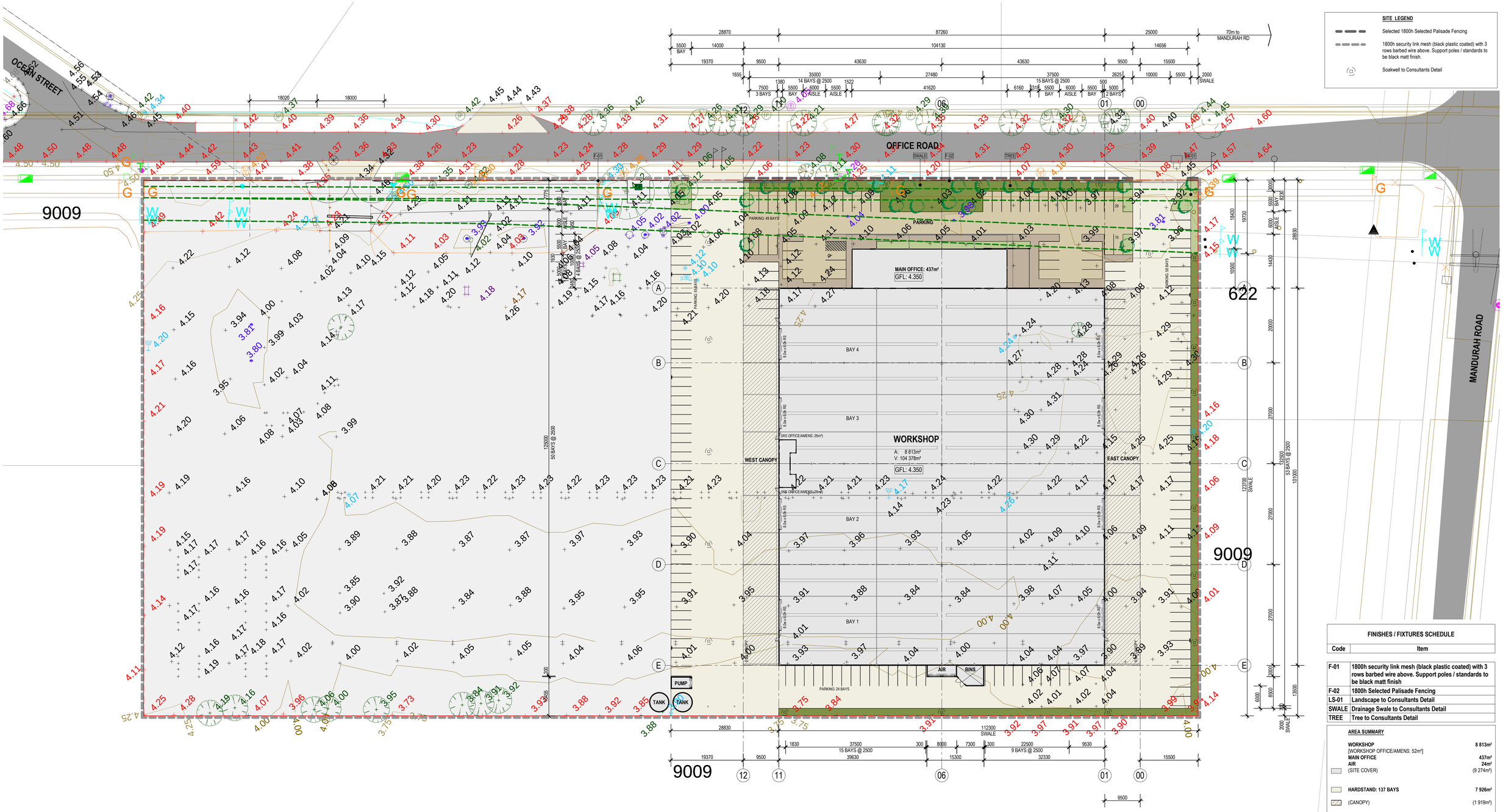

SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail

FINISHES / FIXTURES SCHEDULE

Code	Item
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	8 813m²
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	437m²
AIR	24m²
(SITE COVER)	(9 274m²)
HARDSTAND: 137 BAYS	7 926m²
(CANOPY)	(1 919m²)
PARKING: 49 BAYS	1 468m²
TOTAL LANDSCAPE	1 579m²
(LANDSCAPE)	(262m²)
(LANDSCAPE SWALE)	(919m²)
(PAVING)	(398m²)
SITE AREA	20 247m²
FUTURE DEVELOPMENT	20 247m²
TOTAL SITE AREA	40 494m²
TOTAL PARKING PROVIDED: 186 BAYS	

1 A1.02 SITE PLAN - SURVEY
SCALE: 1 : 500

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - SURVEY

Project Number: 2223027

Drawing No.: A2.02

Rev.: P

Reduction: 25mm on A1 | Scale: As indicated | Date: February 2023 | Drawn: TMS | Checked: -

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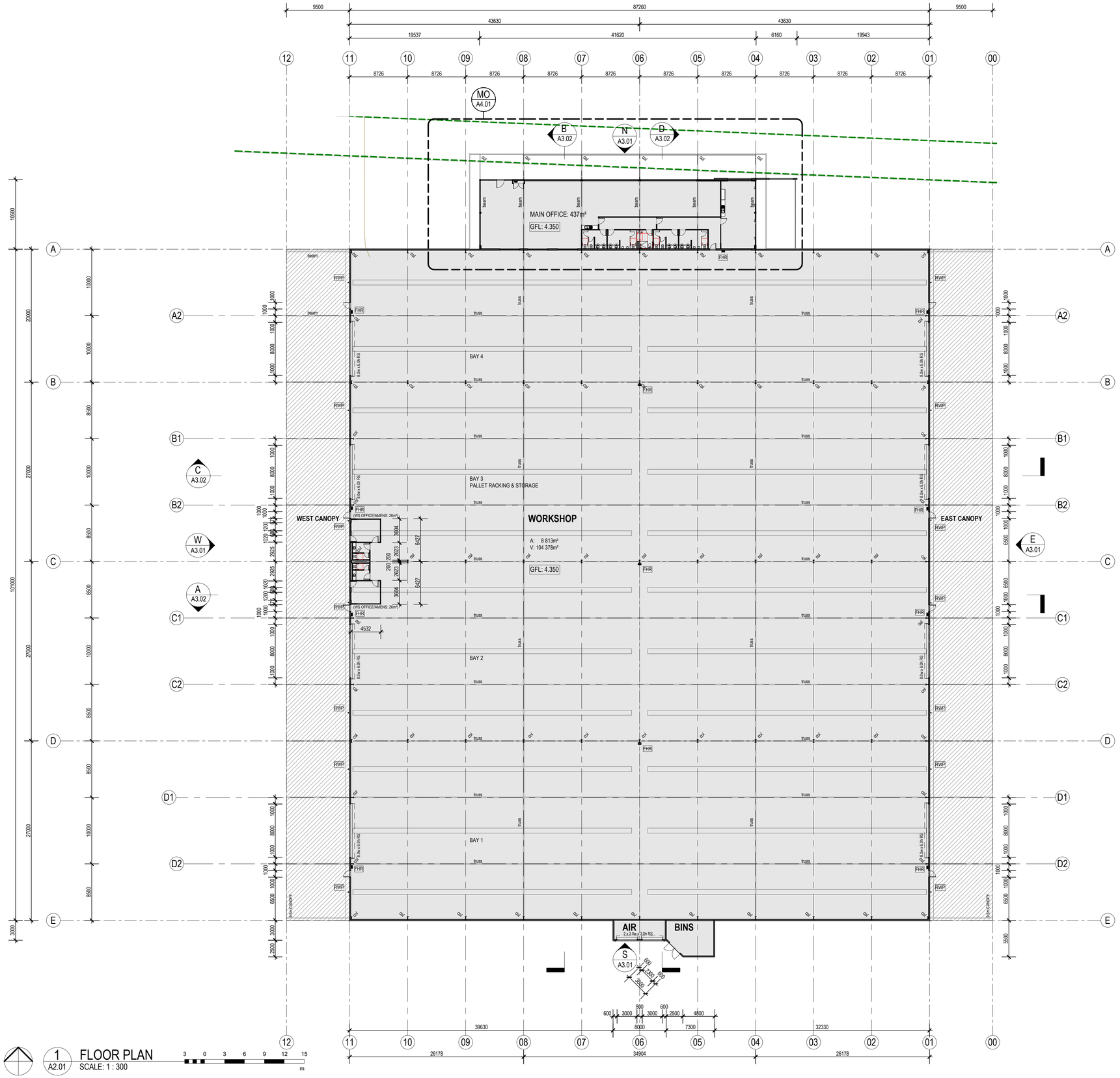
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
FHR	**Fire Hose Reel to Consultants Detail**
RWP	**Rain Water Pipe**



1 / A2.01 FLOOR PLAN
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: **FLOOR PLAN**
Project Number: **2223027**
Drawing No.: **A2.03**
Rev.: **P**
Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**
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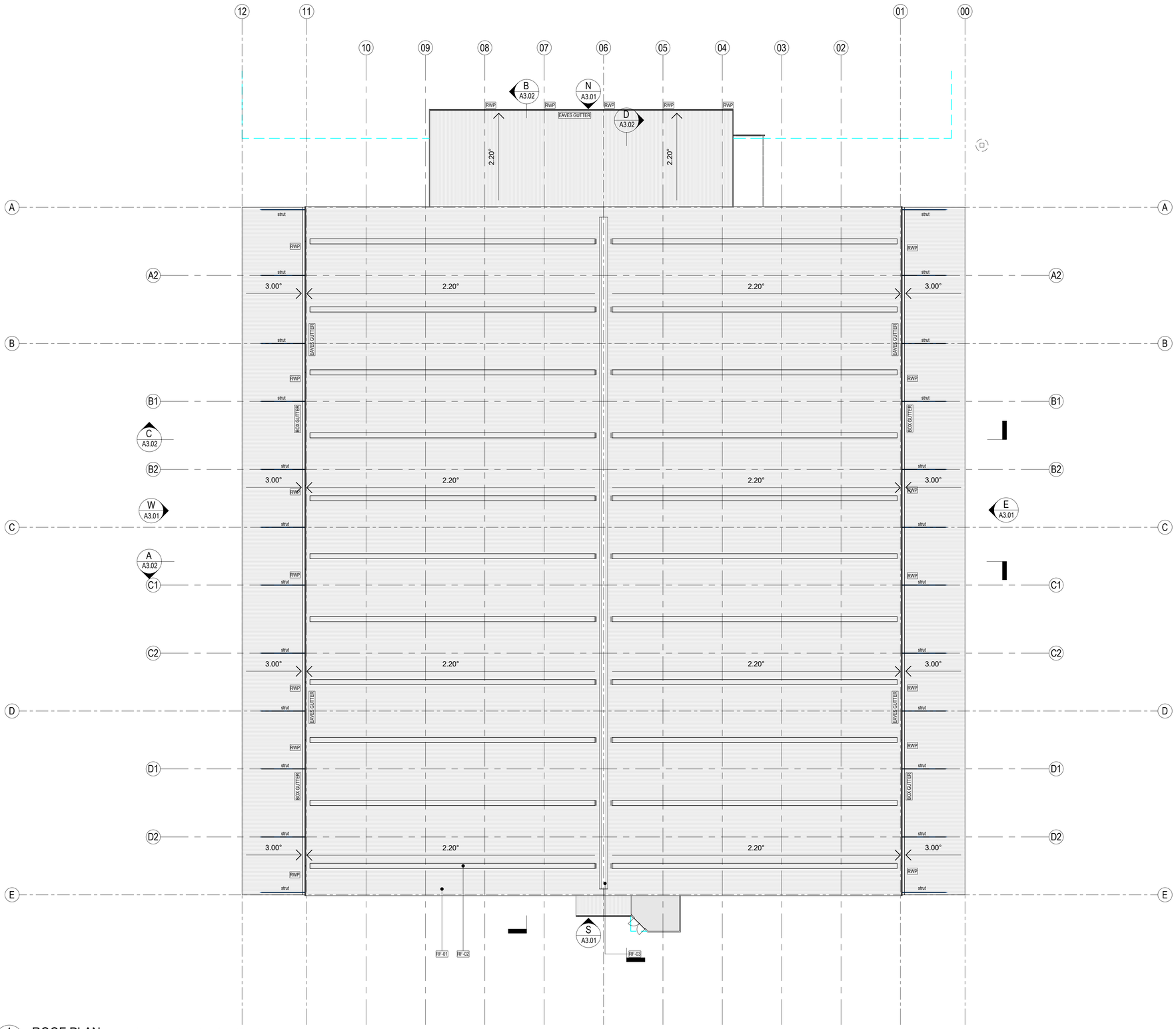
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
BOX GUTTER	**600 x 200 Box Gutter**
EAVES GUTTER	**Eaves Gutter**
RF-01	**Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)**
RF-02	**Roof Lights - Trimdeck**
RF-03	**Selected 600mm Throat Ridge Vent**
RWP	**Rain Water Pipe**



1 / A2.01 ROOF PLAN
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **ROOF PLAN**

Project Number: **2223027**

Drawing No.: **A2.04**

Rev.: **P**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**

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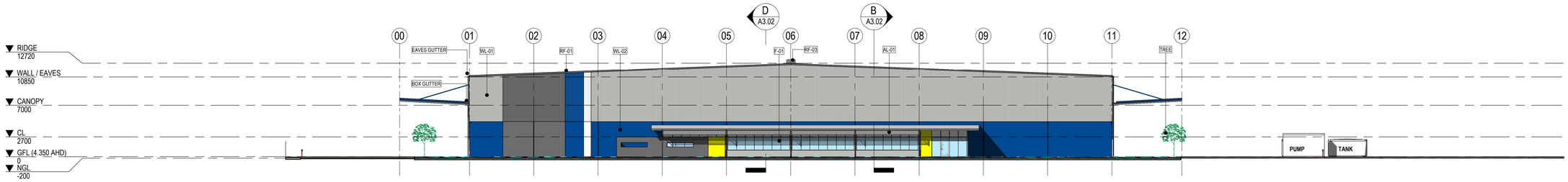
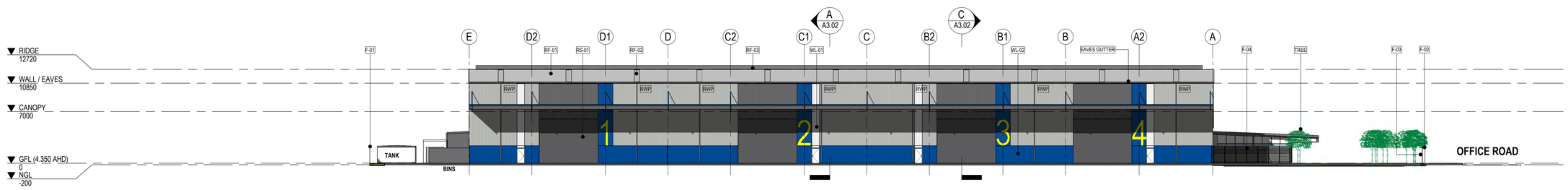
FINISHES / FIXTURES SCHEDULE

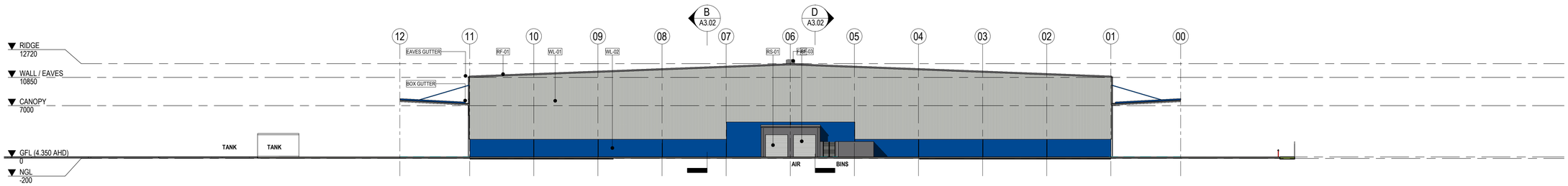
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
BOX GUTTER	600 x 200 Box Gutter
EAVES GUTTER	Eaves Gutter
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
F-03	1800h Selected Palisade Sliding Gate
F-04	2400h Selected Aluminium Slatted Screen
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
RF-02	Roof Lights - Trimdeck
RF-03	Selected 600mm Throat Ridge Vent
RS-01	Roller Shutters - Powdercoat
RWP	Rain Water Pipe
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted



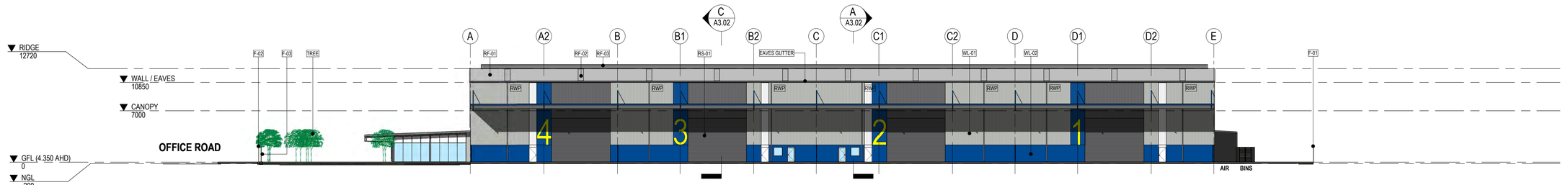
N A2.03 NORTH ELEVATION
SCALE: 1 : 300



E A2.03 EAST ELEVATION
SCALE: 1 : 300



S A2.03 SOUTH ELEVATION
SCALE: 1 : 300



W A2.03 WEST ELEVATION
SCALE: 1 : 300
3 0 3 6 9 12 15 m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

TIM MANSER-SMITH
ARCHITECT PTY LTD
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P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ELEVATIONS

Project Number **2223027**

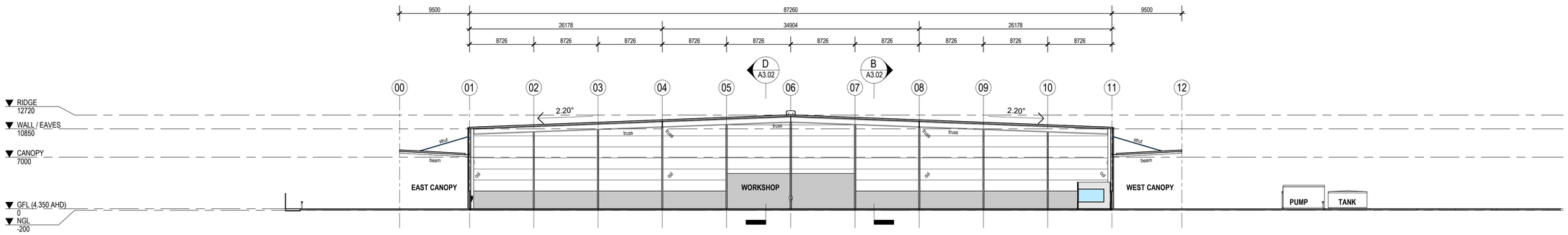
Drawing No. **A3.01**

Rev. **P**

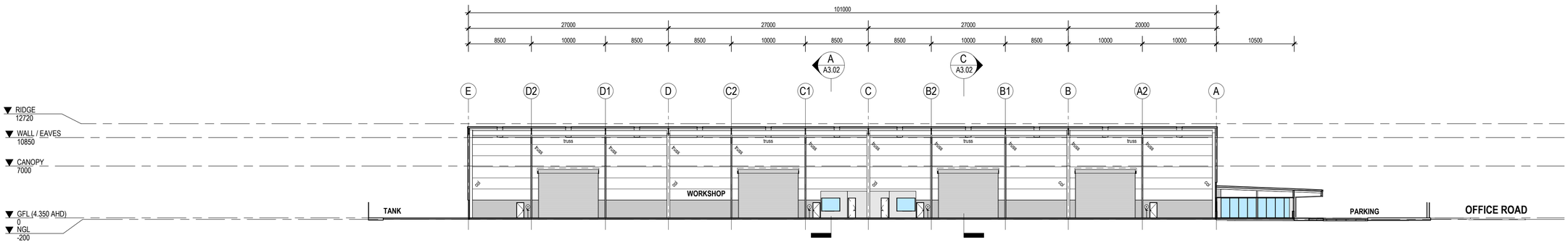
Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_P.rvt

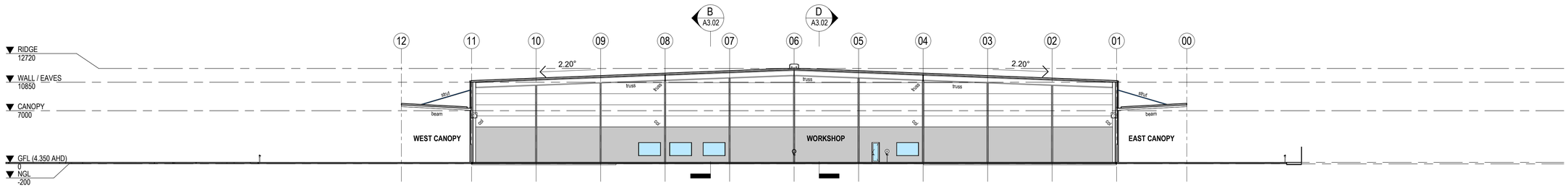
GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION



A A2.03 SECTION A
SCALE: 1 : 300



B A2.03 SECTION B
SCALE: 1 : 300



C A2.03 SECTION C
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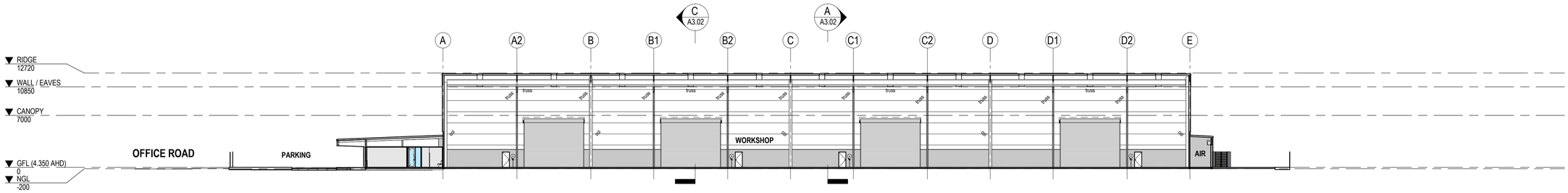

D A2.03 SECTION D
SCALE: 1 : 300
3 0 3 6 9 12 15
m

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P	230322		DEVELOPMENT APPLICATION

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SECTIONS

Project Number
2223027

Drawing No. **A3.02**

Rev. **P**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked **-**

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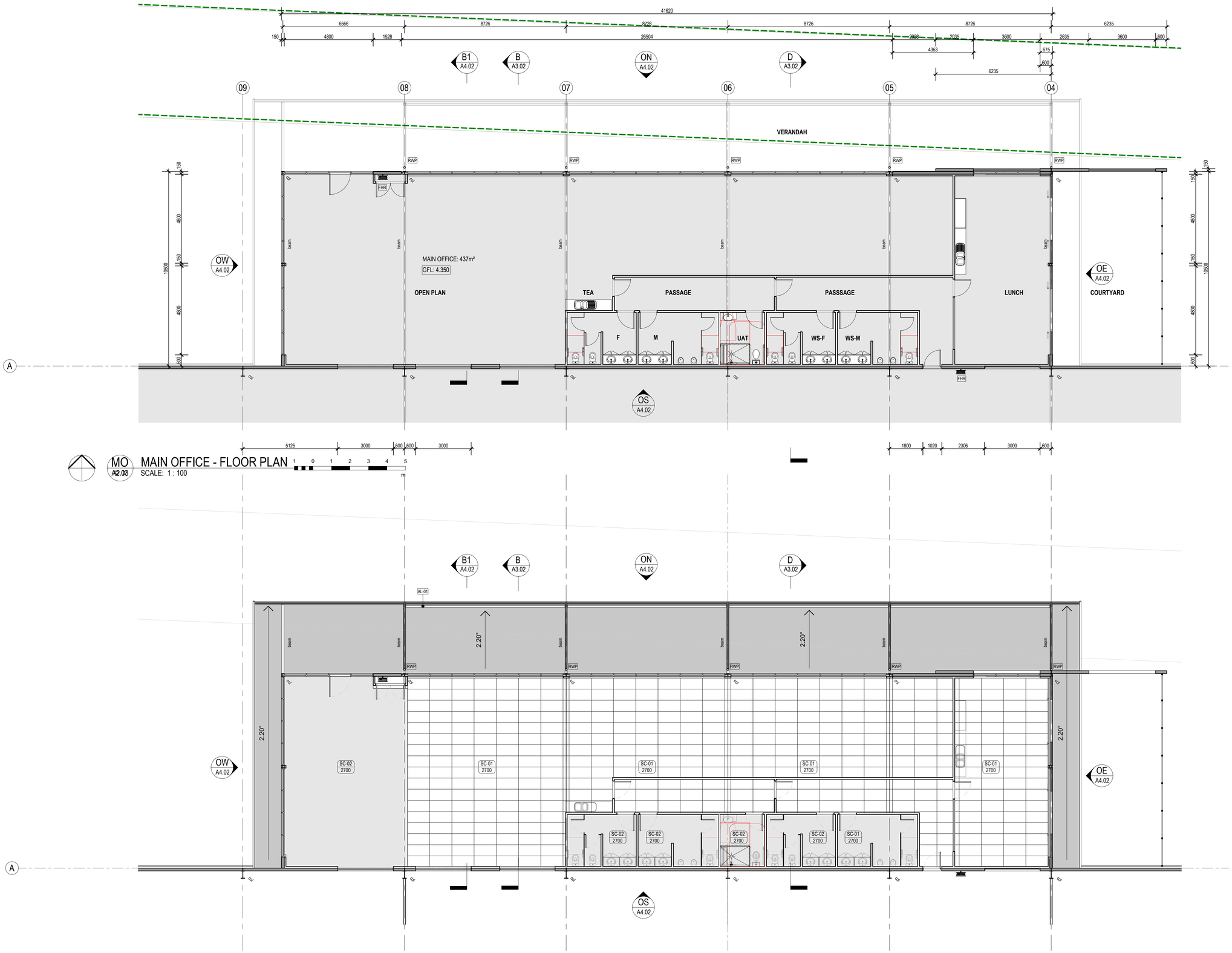

MO A2.03 **MAIN OFFICE - FLOOR PLAN**
SCALE: 1 : 100

0 1 2 3 4 5 m

MAIN OFFICE - RCP
SCALE: 1 : 100

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
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5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

FINISHES / FIXTURES SCHEDULE

Code	Item
AL-01	Aluminium Louvres - Clear Anodised
FHR	Fire Hose Reel to Consultants Detail
RWP	Rain Water Pipe

CEILING TYPE LEGEND

SC-xx / 2700 — DENOTES CEILING FINISH; DENOTES CEILING HEIGHT ABOVE FLOOR LEVEL

SC-01 — 1200 x 600 SUSPENDED RONDO WHITE EXPOSED GRID CEILING SYSTEM WITH SHADOW LINE ANGLE TRIM. SELECTED CEILING TILES.

SC-02 — 10MM SET PLASTERBOARD INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

SC-03 — FLUSH F/CEMENT SHEET INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

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Rev.	Date	Issued By	Revision Description
P	230322		DEVELOPMENT APPLICATION

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **MAIN OFFICE - PLANS**

Project Number: **2223027**

Drawing No.: **A4.01**

Rev.: **P**

Reduction 25mm on A1 | Scale **1 : 100** | Date **February 2023** | Drawn **TMS** | Checked -

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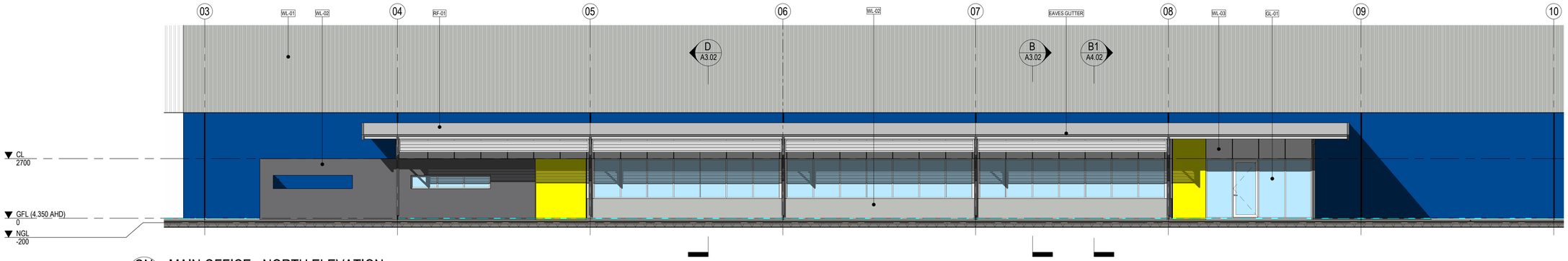

ON A4.01 MAIN OFFICE - NORTH ELEVATION
SCALE: 1 : 100

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
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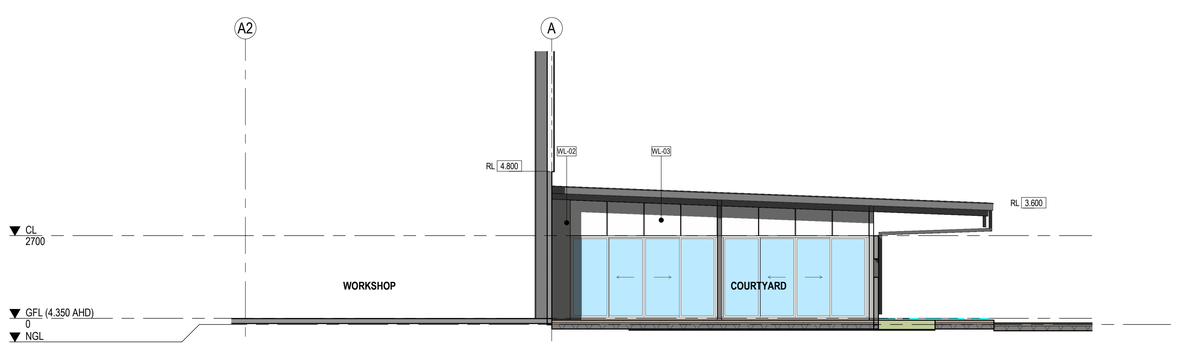
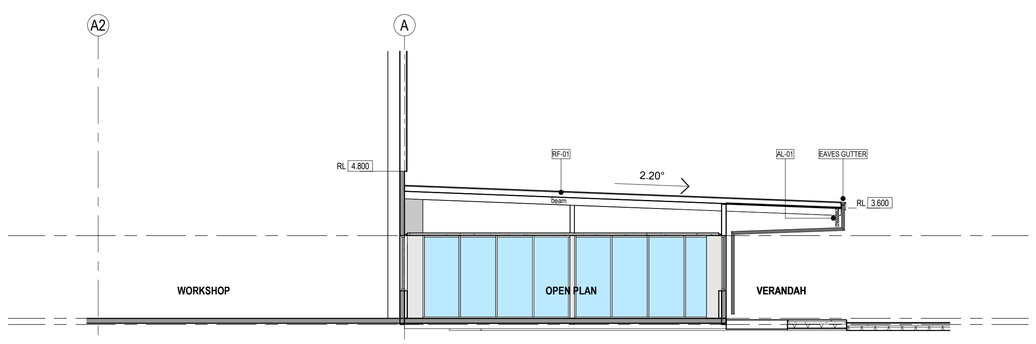
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

FINISHES / FIXTURES SCHEDULE

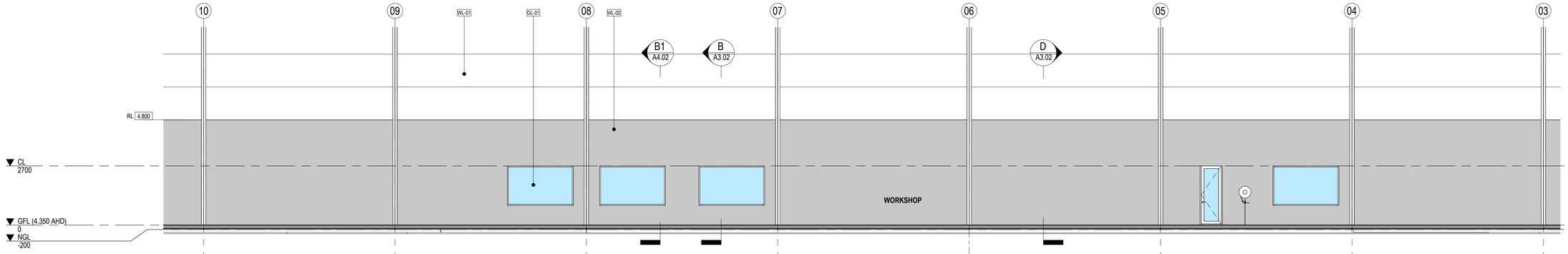
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
GL-01	Selected Glazing in 100x50 Al. Commercial Frame - Clear Anodised
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted
WL-03	Compressed Fibre Cement Sheeting with Expressed Joints - Painted



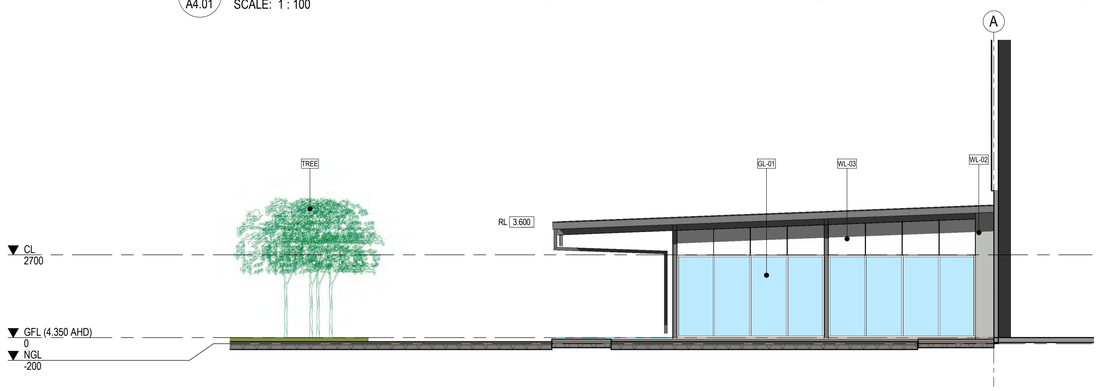
OE A4.01 MAIN OFFICE - EAST ELEVATION
SCALE: 1 : 100



B1 A4.01 MAIN OFFICE - SECTION B1
SCALE: 1 : 100



OS A4.01 MAIN OFFICE - SOUTH ELEVATION
SCALE: 1 : 100



OW A4.01 MAIN OFFICE - WEST ELEVATION
SCALE: 1 : 100

1 0 1 2 3 4 5
m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
MAIN OFFICE - ELEVATIONS

Project Number **2223027**

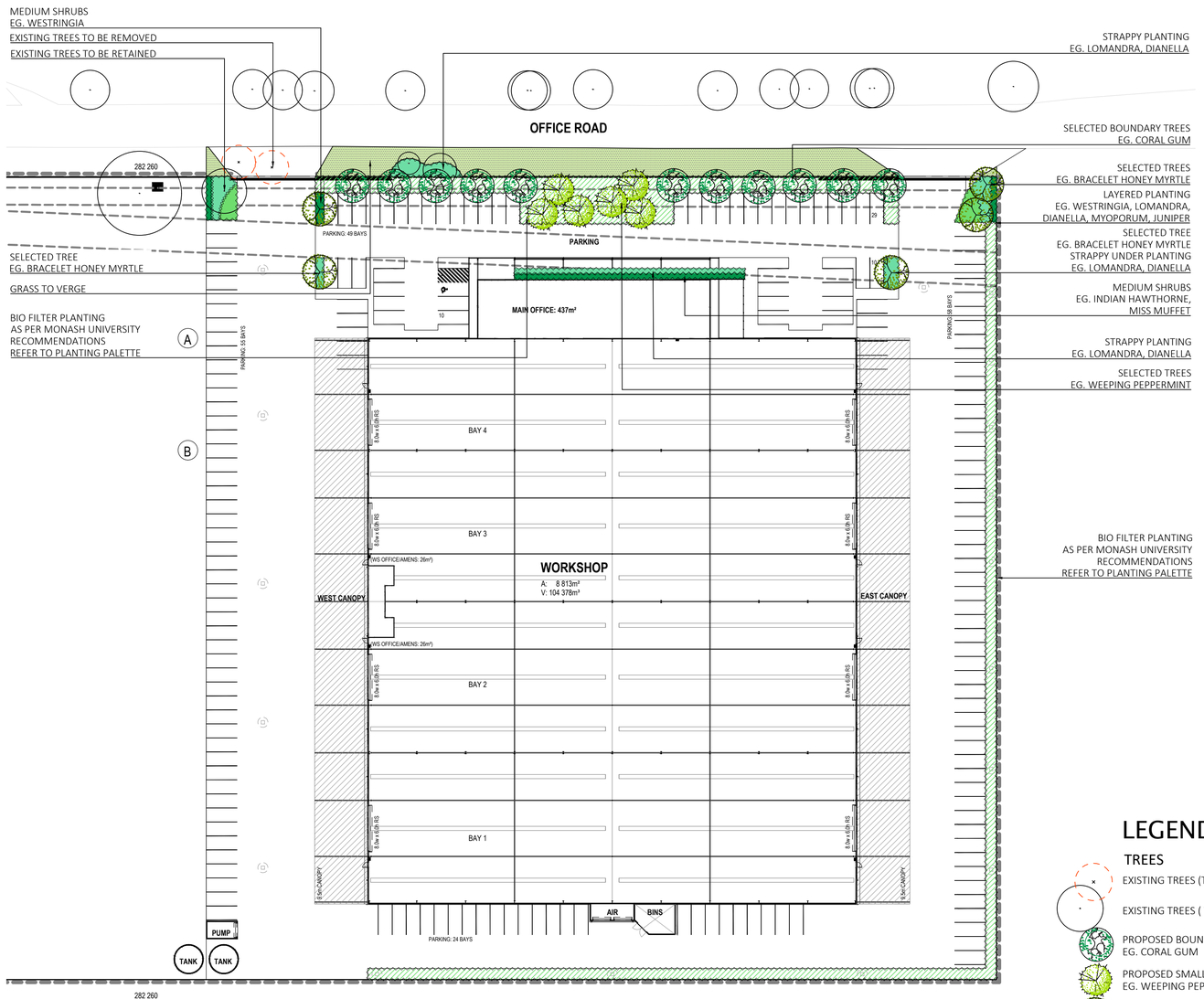
Drawing No. **A4.02**

Rev. **P**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **Author** | Checked **Checker**

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_P.rvt

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.



LEGEND

TREES
- EXISTING TREES (TO BE REMOVED)
- EXISTING TREES (TO BE RETAINED)
- PROPOSED BOUNDARY TREES EG. CORAL GUM
- PROPOSED SMALL GUMS EG. WEEPING PEPPERMINT
- PROPOSED CAR PARK TREES EG. BRACELET HONEY MYRTLE

PLANTING
- PLANTING TYPE 01 GROUNDCOVERS
- PLANTING TYPE 02 STRAPPY/MIXED
- PLANTING TYPE 03 SHRUBS
- SELECTED LAWN SPECIES
- DRAINAGE SWALE PLANTING (TUBESTOCK)

PLANTING IMAGES


MELarm


EUCtor


AGOfle


OLEaxi


RHAori


LEUbro


WESfru


PITmis


LOMtan


DIAbla


DIAeme


HIBsca


JUNcon


DAMdiv


SCAcra

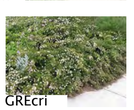

LIRjus


MYOpar


GREgin


ADEcun


EREblu


GREcri


ANIfla


HEMpun


FICnod


MELinc


ANIvir


DAMlin


MEEsca


EREgla


CARapr


POApoi

REV	DATE	DWN	APP	DESCRIPTION
A	15.03.23	AC	KD	LANDSCAPE CONCEPT PLAN
B	20.03.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
C	21.03.23	KD	KD	UPDATED LANDSCAPE CONCEPT PLAN

NOTES

1. GENERAL
1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
1.3 FOR ALL FINISHED LEVELS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).

2. SOIL PREPARATION
2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3.PLANTING
3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 REFER TO PLANTING PALETTE FOR SUGGESTED SPECIES, SPACING AND SIZES.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION
4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.

PLANTING PALETTE

Symbol	Species	Common Name	Spacing	Size
Trees:				
AGOfle	Agonis flexuosa	Weeping Peppermint	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
MELarm	Melaleuca armillaris	Bracelet honey myrtle	As Shown	100L
Shrubs and Groundcovers:				
ADEcun	Adenanthos cuneatus	Coral Carpet	1/m2	140mm
DAMdiv	Dampiera diversifolia	Blue Eyes	1/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	1/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	1/m2	140mm
GREcri	Grevillea crithmifolia	Crithmifolia	1/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	1/m2	140mm
JUNcon	Juniperus conferta	Japanese shore Juniper	1/m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
OLEaxi	Olearia axillaris	Smoke Bush	3/m3	140mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	2/lm	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	1/m2	200mm
RHAori	Rhaphiolepis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/lm	200mm
WESfru	Westringia fruticosa	Native Rosemary	2/lm	200mm
SCAcra	Scaevola crassifolia	Thick Leaved fan flower	2m3	140mm
Bio Filter Plants:				
ANIvir	Anigozanthus viridis	Green Kangaroo Paw	4/m2	tubestock
ANIfla	Anigozanthus flavadis	Kangaroo Paws	4/m2	tubestock
CARapr	Carex appressa	Tall Sedge	4/m2	tubestock
DAMlin	Dampiera linearis	Blue Moon	4/m2	tubestock
EREgla	Eremophila glabra	Tar Bush	4/m2	tubestock
FICnod	Ficinia nodosa	Knobby Club Rush	4/m2	tubestock
HEMpun	Hemiandra pungens	Snake Bush	4/m2	tubestock
MEEsca	Meebaldina/Leptocarpus scariosa	Velvet rush	4/m2	tubestock
MELinc	Melaleuca incana nana	Dwarf Honey Myrtle	4/m2	tubestock
POApoi	Poa poiformis	Tussock Grass	4/m2	tubestock

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Karrinyup WA 6018
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email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0289 PAGE 101 REV C

0 10 20 50m
SCALE 1:500 @A1

SPECIAL INDUSTRIAL DEVELOPMENT
LANDSCAPE CONCEPT PLAN
CREDENTIA CONSTRUCTION
60 OFFICE ROAD, EAST ROCKINGHAM

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Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address: Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 13th Month March Year 2022

Report author or reviewer: Nathan Peart

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☒

If accredited, please provide the following.

BPAD accreditation number: 38808 Accreditation expiry: Month May Year 2023

Bushfire management plan version number: 1

Bushfire management plan date: Day 17th Month March Year 2023

Client/business name: Credentia Constructions

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	☐	☒
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	☐	☒

Is the proposal any of the following (see SPP 3.7 for definitions)?	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)	☐	☐
Strategic planning proposal (including rezoning applications)	☐	☐
High risk land-use	☐	☐
Vulnerable land-use	☐	☐

None of the above ☒

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer 

Date 17/03/2023

Bushfire Management Plan (DA)

Proposed Commercial Building at

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Client: Credentia Constructions

17th March 2023

Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 1728 (#60) Office Road, East Rockingham, WA, 6168				
Version	Date	Author		Reviewer	
1	17.03.2023	Billy Hulands	BH	Nathan Peart	NP
	Initial Report Issued				

Disclaimer and Limitation

This report is prepared solely for the client, any future landowners of the subject lot and is not for the benefit of any other person and may not be relied upon by any other person. Bushfire Smart accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material by any third party.

The mitigation strategies contained in this report are considered to be prudent minimum standards only, based on the writer's experience as well as standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that if such standards are complied with or if a property owner exercises prudence, that a building or property will not be damaged or destroyed by bushfire or that lives will not be lost in a bush fire. Fire is an extremely unpredictable force of nature. Changing climatic factors (whether predictable or otherwise) either before or at the time of a fire can also significantly affect the nature of a fire and in a bushfire prone area it is not possible to completely guard against bushfire.

Further, the growth, planting or removal of vegetation; poor maintenance of any fire prevention measures; addition of structures not included in this report; or other activity can and will change the bushfire threat to all properties detailed in the report. Further, the achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

About the author:

Bushfire Smart has been providing bushfire risk management reports and advise for over 7 years and undertake assessments of planning and land development applications to verify compliance with State Planning Policy 3.7 and associated bushfire regulations.

Nathan Peart is the bushfire lead and has over 20 years' experience in the construction and planning fields. Nathan has completed a Graduate Diploma in Bushfire Protection at the University of Western Sydney.

Nathan is supported by several other team members with varying levels of accreditation.

Bushfire Smart hold Professional Indemnity Insurance to the value of $2,000,000 which includes cover for bushfire attack level assessments, planning, design and advice services as prescribed in FPA Australia`s Bushfire Planning and Design Accreditation Scheme for a BPAD - Level 3 practitioner.

Author/Reviewer		
Nathan Peart	BPAD 38808	
Level 3 Bushfire Planning and Design (BPAD) Accredited Practitioner		
E: BAL@BushfireSmart.com.au	Ph: 9555 9444	

Executive Summary

The proposal is at Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 for a development application for a commercial workshop and associated office.

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7(SPP3.7). Guidelines for Planning Bushfire Prone Areas Version 1.4 (the Guidelines) has been used to determine the proposals compliance with SPP3.7.

The proposal is within an area that has native vegetation shown on site, however this BMP does not require the removal of vegetation. The proposal can achieve BAL 29

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against bushfire protection criteria

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	A1.1 Development location	Acceptable Solution	On completion the application will be in an area subject to a moderate bushfire threat and a maximum BAL 29.
2: Sitting of development	A2.1 Asset Protection Zone (APZ)	Acceptable Solution	An APZ can be achieved and contained within the lot boundaries.
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Public roads meet the minimum technical requirements of guidelines.
	A3.2a Multiple access routes	Acceptable Solution	Access is provided in at least two different directions.
	A3.2b Emergency access ways	N/A	
	A3.3 Through-roads	N/A	
	A3.4a Perimeter roads	N/A	
	A3.4b Fire service access routes	N/A	
	A3.5 Battle axes	N/A	
	A3.6 Private driveways	Acceptable Solution	Private driveways can meet the requirements of the guidelines.
4: Water	A4.1 Identification of future water supply	N/A	
	A4.2 Provision of water for firefighting purposes	Acceptable Solution	Hydrants provided to comply with Water Corporation's No. 63 Water Reticulation Standard.

Compliance with this BMP, and therefore SPP3.7, will require action prior, during and after development. The items requiring implementation include:

- APZ to be maintained throughout the life of the proposal.
- Driveways to be constructed and maintained to the standard stated in this BMP.

The entire report should be read in conjunction with the guidelines to ensure all requirements are understood.

08 9555 9444
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1 Proposal and Site Details

1.1 Proposal Details

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 (subject lot) is a 2.024 ha parcel. The proposal is to for the construction of a commercial building on an existing lot.

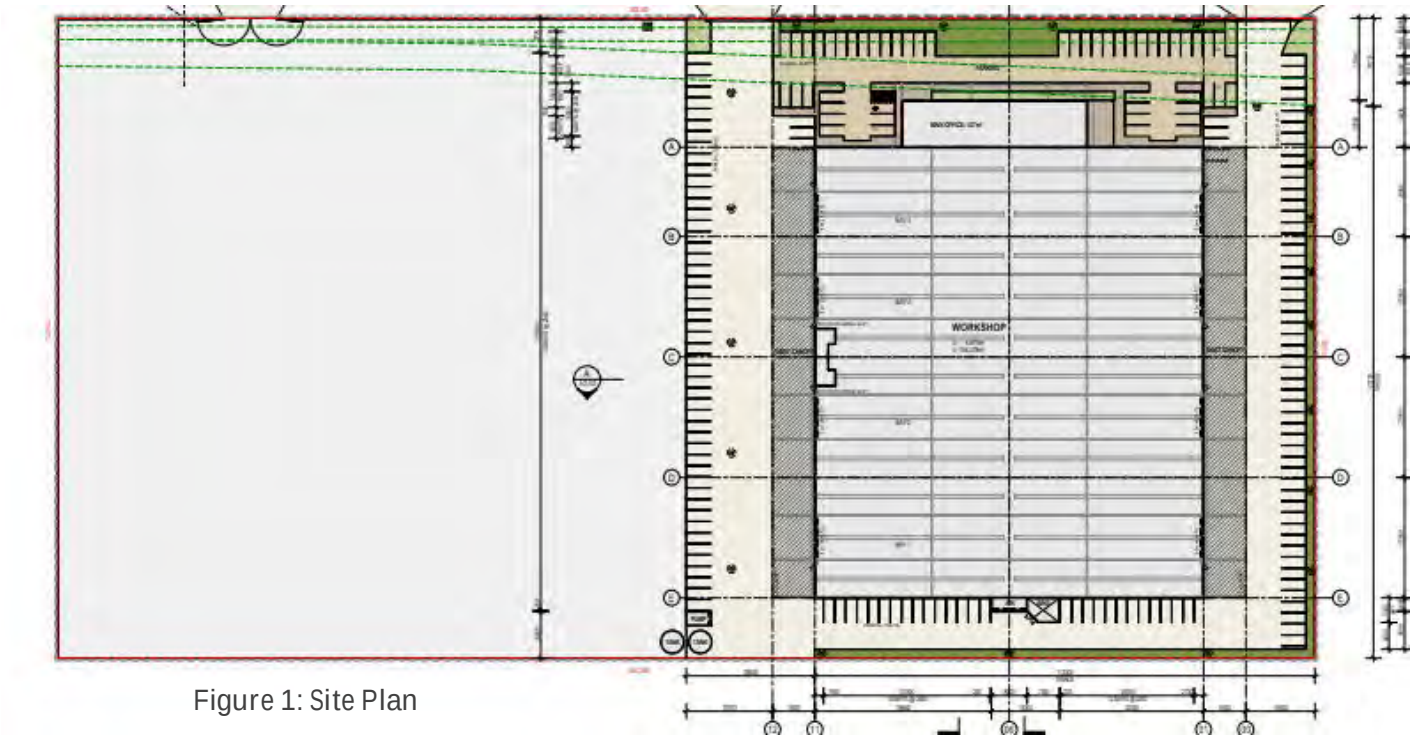

Figure 1: Site Plan

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Figure 2: Location Plan

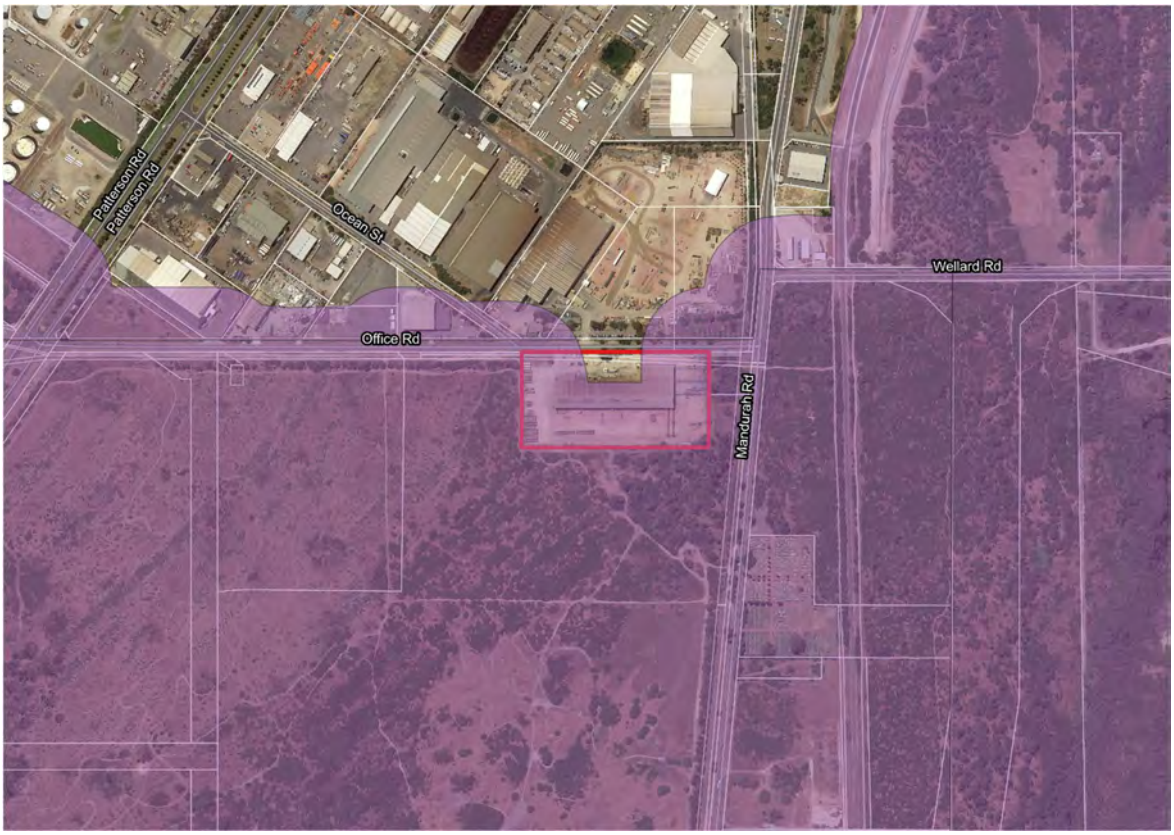

Figure 3: Map of Bushfire Prone Area for Subject Site

2 Environmental Considerations

In order to identify environmental, biodiversity of conservation values on the subject site, the site has been examined against the following databases as shown in table 2.

Object	Database	Identified	Details
Conservation category wetlands and buffer	DBCA-019/ DBCA-017	No	Site not identified within database.
RAMSAR wetlands	DBCA-010	No	Site not identified within database.
Threatened and priority flora	DBCA-036	No	Site not identified within database.
Threatened and priority fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	Yes	Site identified within area – further action required.
Bush Forever areas 2000	DPLH-019	No	Site not identified within database.
Clearing regulations – Environmentally Sensitive Areas	DWER-046	Yes	Site identified within area – further action required.
Swan Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

Table 1: Assessment against environmental considerations

The subject site has been identified by the Department of Biodiversity, Conservation and Attractions (DBCA) as being within a threatened ecological community. Additionally, the site is subject to the clearing regulations for Environmentally Sensitive Areas as identified by the Department of Water and Environmental Resources (DWER).

There is no vegetation removal recommended as part of this bushfire management plan.

2.1 Native vegetation – modification and clearing

The site has been checked against the Native Vegetation mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005). Native vegetation is indicated on the site, as shown in the image below.

The asset protection zone, as required in this APZ, will not require the removal of native vegetation.



Figure 4: Map of Native vegetation

2.2 Revegetation/landscape plans

All landscaping to comply with the APZ requirements as listed in this BMP.

3 Bushfire Assessment

3.1 Site Assessment

The assessment of this site/development was undertaken on 13 March 2023 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2018 Simplified Procedure (Method 1).

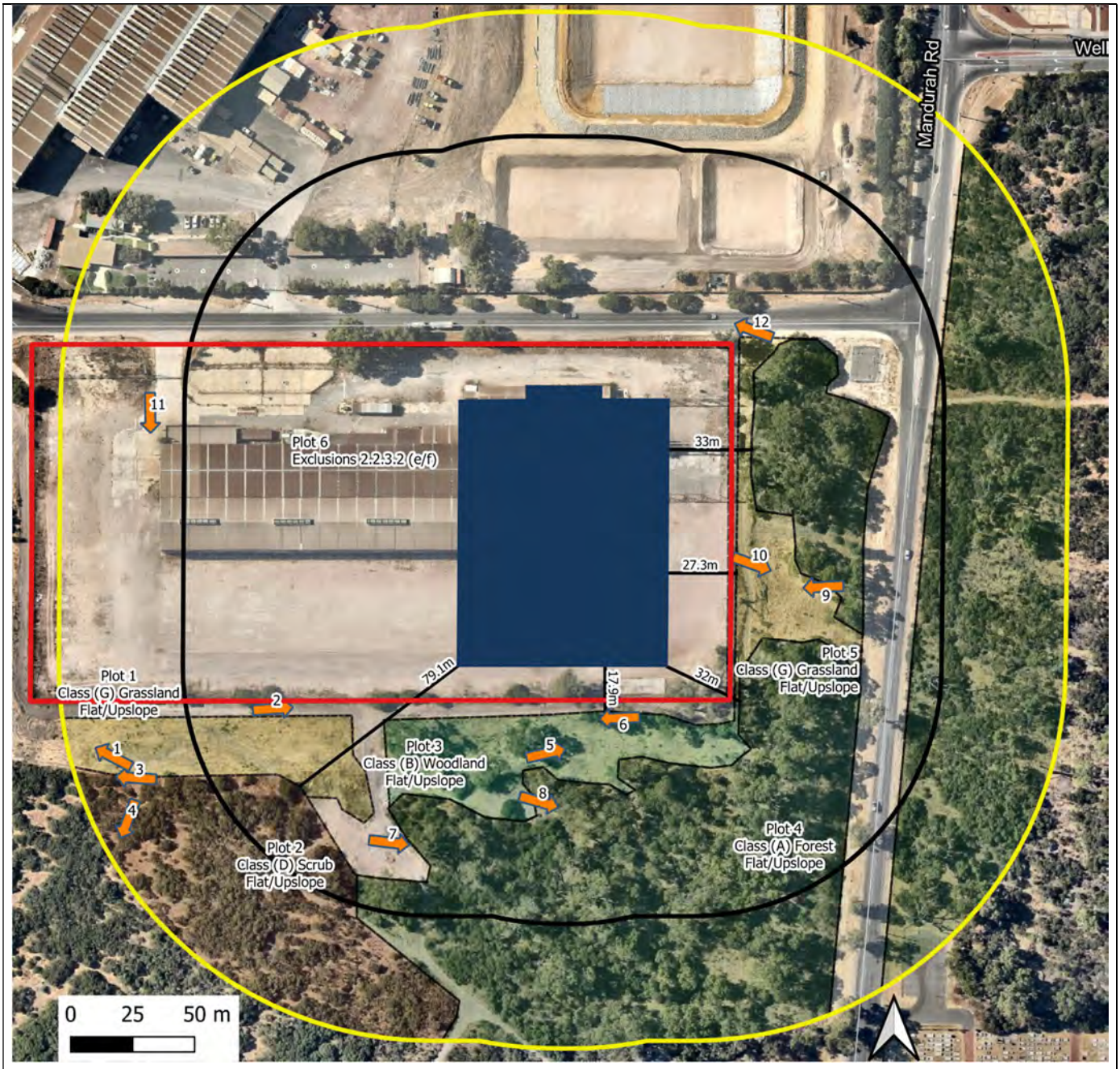

Figure 5: Vegetation Classification	Legend
Lot 1728 (#60) Office Road, East Rockingham, WA, 6168	Subject Lot 150m Buffer Line 100M Buffer Line Class A Forest Class B - Woodland Class C - Shrubland Class D - Scrub Class G - Grassland Excludable Photo Points
Assessment Date: 13 March 2023 Prepared by: Nathan Peart Accreditation Level: 3 Accreditation Number: 38808	

3.2 Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot:	1	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification
Semi-managed grasses >100mm, recently slashed with small amounts of scrub regrowth occurring.



Photo ID: 1



Photo ID: 2

Plot:	2	Vegetation Classification or Exclusion Clause	Class D Scrub - Open scrub D-14

Description / Justification for Classification
Scrub up to 5m with unmanaged grassy understorey. Overstorey foliage <30%



Photo ID: 3



Photo ID: 4

Plot:	3	Vegetation Classification or Exclusion Clause	Class B Woodland - Open woodland B-06

Description / Justification for Classification

Mature trees spaced over grassland with low overstorey foliage (<30%). Trees are up to 20m with grassy understory.



Photo ID: 5



Photo ID: 6

Plot:	4	Vegetation Classification or Exclusion Clause	Class A Forest - Open forest A-03

Description / Justification for Classification

Forest with tall mature trees up to 20m with scrub, shrubland understory and unmanaged grasses. Overstory foliage >30%.



Photo ID: 7



Photo ID: 8

Plot:	5	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification
Unmanaged grassland >100mm with occasional tree throughout plot. Overstory foliage <10%



Photo ID: 9



Photo ID: 10

Plot:	6	Vegetation Classification or Exclusion Clause	Excludable - 2.2.3.2(e/f) Non-Vegetated Areas

Description / Justification for Classification
Entire subject lot is largely non-vegetated with low, under pruned trees spaced along office road.



Photo ID: 10



Photo ID: 11

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All vegetation within 100 metres of the site was classified in accordance with clause 2.2.3 of AS3959-2018.

The Fire Danger Index (FDI) – 80-and table 2.4.3 AS3959-2018 applied.

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class G Grassland	Flat/Upslope	47m	BAL – 12.5
2	Class D Scrub	Flat/Upslope	79.1m	BAL – 12.5
3	Class B Woodland	Flat/Upslope	17.9m	BAL – 29
4	Class A - Forest	Flat/Upslope	32m	BAL – 19
5	Class G Grassland	Flat/Upslope	27.3m	BAL – 12.5
6	Excludable – Clause 2.2.3.2(e/f)	N/A	N/A	BAL – LOW

Table 2: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL – 29

4 Assessment against the Bushfire Protection

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken for any strategic planning proposal, subdivision and development application for a site that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section details the measure to be taken so that this proposal complies with these.

Element 1: Location

Intent:

The intent of this element is to ensure the proposal is located in the least possible risk of bushfire to facilitate the protection of people, property and infrastructure. To satisfy the intent, the proposal is required to be located in an area where the bushfire hazard assessment is or will, on completion, be moderate or low, or a BAL–29 or below, and the risk can be managed.

Proposed bushfire management strategies:

Element 1 will be satisfied using Acceptable Solution A1.1. The proposal is located in an area that on completion, will be in an area that is a moderate bushfire level wit a maximum BAL level of 29.

Element 2: Siting and design of development

Intent:

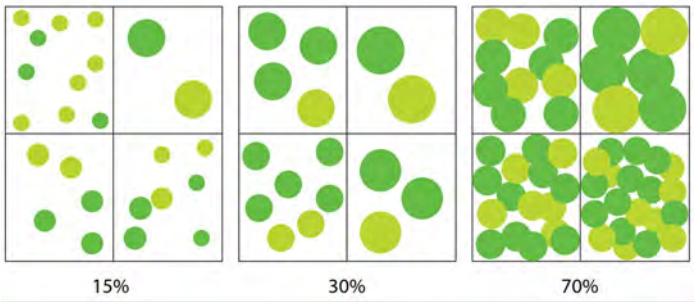
The intent of this element is to ensure that the siting and design of development minimises the level of bushfire impact.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solution A2.1 Asset Protection Zone (APZ). APZ distances are measured from rom any external wall or supporting post or column of the proposed building(s) and to be:

APZ not required as determined BAL-29 achievable before construction, however entire lot should be managed to APZ standards as per Schedule 1 of the guidelines, extract shown below.

Schedule 1: Standards for asset protection zones (WAPC 2021)

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959)
Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness)	• Should be managed and removed on a regular basis to maintain a low threat state. • Should be maintained at <2 tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel or crushed mineral earth or wood mulch >6 millimetres in thickness.
Trees* (>6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be <15 per cent of the total APZ area. • Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ. Figure 19: Tree canopy cover – ranging from 15 to 70 per cent at maturity 
Shrub* and scrub* (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps >5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 metres in height. Ground overs >0.5 metres in height are to be treated as shrubs)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.
Grass	Grass should be maintained at a height of 100 millimetres or less, at all times. Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation
Defendable space	Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

Element 3: Vehicular Access

Intent:

To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solutions:

A3.1 Public Roads

The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads.
Public roads are to meet the minimum technical requirements in Table 6, Column 1.

A3.2a Multiple access routes

Public road access is provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access). Office Road onto Patterson Rd, the second access Is via Office Road onto Mandurah Road.

A3.2b Emergency access way- Not Applicable

A3.3 Through-roads – Not Applicable

A3.4a Perimeter Roads – Not Applicable

A3.4b Fire service access route – Not Applicable

A3.5 Battle-axe access legs – Not Applicable

A3.5 Private Driveways

The proposal is within a reticulated area, speed limit on the road is 70km/h or less, however driveways are greater than 70 metres. Therefore,
private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

TECHNICAL REQUIREMENTS	1 Public roads	2 Emergency access way[1]	3 Fire service access route[1]	4 Battle-axe and private driveways[2]
Minimum trafficable surface (metres)	In accordance with A3.1	6	6	4
Minimum horizontal clearance (metres)	N/A	6	6	6
Minimum vertical clearance (metres)	4.5			
Minimum weight capacity (tonnes)	15			
Maximum grade unsealed road[3]	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Maximum grade sealed road[3]		1:7 (14.3%)		
Maximum average grade sealed road		1:10 (10%)		
Minimum inner radius of road curves (metres)		8.5		

Notes:

[1] To have crossfalls between 3 and 6%.

[2] Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

[3] Dips must have no more than a 1 in 8 (12.5% -7.1 degree) entry and exit angle.

Element 4: Water

Intent:

To ensure that water is available to enable people, property and infrastructure to be defended from bushfire.

Proposed bushfire management strategies:

Element 4 will be satisfied using Acceptable Solutions:

A4.1 Identification of future water supply – Not Applicable

A4.22 Provision of water for firefighting purposes

Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard. Hydrant access is provided adjacent to the north-eastern lot boundary on Office Road.

5 Implementation

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

Management Action	Timing
Occupants	
Maintain vehicular access routes to the required surface condition and clearances	Ongoing
Maintain the Asset Protection Zone (APZ) over the entire lot.	Ongoing

5.1 Acknowledgement

Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

6 General References

Standards Australia 2009, AS 3959-2018 Construction of buildings in bushfire-prone areas, Sydney

WA Department of Planning 2016, Visual Guide for bushfire risk assessment in Western Australia

Western Australian Planning Commission (WAPC) 2015, State Planning Policy 3.7 Planning in Bushfire Prone Areas, Western Australian Planning Commission, Perth, Perth

Western Australian Planning Commission and (WAPC) 2021, Guidelines for Planning in Bushfire Prone Areas Version 1.4, Western Australia

7 Online references

Office of Bushfire Risk management (OBRM) 2017, Map of Bush Fire Prone Areas, Viewed March 23, < https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Office of Bushfire Risk Management (OBRM), Bushfire Risk Management (BRM) Plan Guidelines, Viewed March 23.

WA Local Government Association (WALGA), Environmental Planning Tool, Viewed March 23, < pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html>

8 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)

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Legend

- Subject Lot
- Proposed Development
- Driveway
- H Water Hydrant

Bushfire Protection Criteria

APZ requirements: APZ not required as determined BAL-29 achievable before construction, however entire lot to be managed to APZ standards.

Driveway requirements: private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

Water Requirements: Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard.

Figure 6: Spatial Representation of proposed risk management measures.

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Assessment Date: 13 March 2023
Prepared by: Nathan Peart
Accreditation Level: BPAD Level 3
Accreditation Number: 38808
Accreditation Expiry: May 2023

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transcore
20 years anniversary

transport planning
traffic engineering
modelling

Proposed industrial development (workshop), 60 Office Road, East Rockingham

Transport Impact Statement

PREPARED FOR:
Credentia Construction

March 2023

Document history and status

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APPENDIX B: TURN PATH ANALYSIS

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

The subject site is located on the southern side of Office Road and is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. The subject site is broadly bound by Mandurah Road to the east, Office Road to the north, and vacant land to the south and west, as shown in **Figure 1**.



Figure 1: Location of the subject site

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Industrial" in the MRS. The MRS map identifies the section of Office Road immediately fronting the subject site as Other Regional Roads (ORR - Blue Road), with it's care and control vested to the Local Authority by WAPC.



Figure 2. Location of the subject site in the MRS

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 5 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the net peak hour vehicular trips reflects a reduction in traffic volumes generated by the proposed development, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the traffic associated with the proposed development, access and egress movement patterns and parking supply.

[1] *Between 10 and 100 vehicular trips per hour*

2 Proposed Development

The subject of this report is the proposed industrial (workshop) development. The facility will comprise the following elements:

- Workshop (8,813 m^2) [Workshop Offices/Amens (52 m^2)];
- Main Office (437 m^2); and,
- Air (24 m^2).

According to the development plan provided in **Appendix A**, a total of 49 on-site parking bays, including one ACROD bay fronting the main office, and 137 hardstand bays around the workshop building are proposed to address the parking demand of the proposed industrial development.

As part of the proposed development, vehicular access to the subject site will be facilitated through two full-movement crossovers on Office Road to the north of the site. These crossovers will be shared by employees and visitors (using light vehicles) and delivery and service trucks (heavy vehicles).

3 Vehicle Access and Parking

3.1 Access

Currently, one full-movement crossover on Office Road serves the subject site.

It is proposed to remove the existing crossover and construct two new full-movement crossovers to serve the proposed development. Also, as part of the proposed application, a new third crossover is proposed immediately adjacent to the existing crossover as illustrated in **Figure 3**. The proposed crossovers will enhance site access and meet the needs of the future and proposed developments.

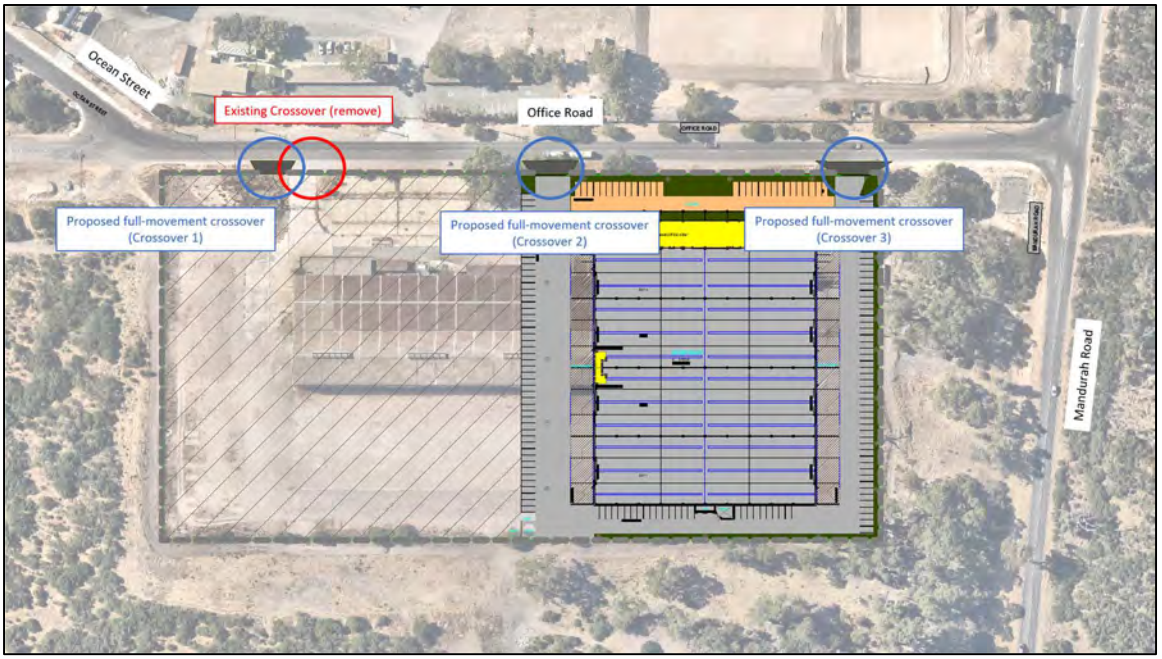


Figure 3: Development crossovers

3.2 Parking Supply and Demand

As part of the development proposal, a total a total of 49 on-site parking bays fronting the main office, including one ACROD bay, and 137 hardstand bays around the workshop building are proposed to serve the proposed development.

It is understood by Transcore that the proposed parking supply meets the anticipated parking demand of the development.

4 Provision for Service Vehicles

A bin Storage area is located at the rear of the proposed industrial building, as shown in the development plan in **Appendix A**.

Waste collection and deliveries will take place within the site. A private contractor will collect waste using a 12.5m service vehicle. The waste collection truck will be able to enter the site via crossover 2 in forward gear, park in a suitable position adjacent to the bin store area for waste collection, and then exit the site in forward gear via crossover 3.

In accordance with Main Roads WA Restricted Access Vehicle (RAV) information, Office Road is classified as RAV 4 permitting vehicles up to 27.5m A-Doubles.

A turn path assessment was undertaken for inbound and outbound movements of 27.5m B-Double, which are expected to be the largest size vehicles to access the site, and a 12.5m rigid truck service vehicle for waste collection. The outcome of the assessment is attached in **Appendix B**.

As demonstrated in **Appendix B**, the turn paths confirm satisfactory movements and adequacy of the proposed crossover.

5 Daily Traffic Volumes and Vehicle Types

5.1 Existing Site Traffic Generation

The subject site is presently occupied by an existing industrial building which is proposed to be demolished. The area of the existing industrial building is approximately 9,448 m^2.

The traffic volumes generation by the existing development is estimated based on appropriate land use trip rates documented in the *ITE Trip Generation Manual (11th Edition)*.

Accordingly, the trip rates which were used to estimate the existing development traffic generation are as follows:

Manufacturing (140) – 1000 Sq. Ft. GFA (there is no land use with the definition of workshop in ITE 11th Edition).

- Weekday daily: 4.75 vpd per 1000 Sq.Ft. GFA/0.929 = 5.11vpd per 100 m^2 GFA:
- Weekday AM peak hour: 0.8vph per 100 Sq. F. GFA/0.929 = 0.86 vph per 100 m^2 GFA; and,
- Weekday PM peak hour: 0.8vph per 100 Sq. F. GFA/0.929 = 0.86 vph per 100 m^2 GFA.

Accordingly, it is estimated that the traffic generations for the existing industrial building are:

- Weekday daily: [5.11 x 9448/100(GFA)] = 483 vpd;
- Weekday AM peak hour: [0.86 x 9448/100(GFA)] = 81 vph; and,
- Weekday PM peak hour: [0.86 x 9448/100(GFA)] = 81 vph.

5.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed development were estimated in accordance with the *ITE Trip Generation Manual (11th Edition)*.

Accordingly, the trip rates which were used to estimate the proposed development traffic generation are as follows:

Manufacturing (140) – 1000 Sq. Ft. GFA

- Weekday daily: 4.75vpd per 1000sqft GFA/ 0.929 = 5.11vpd/ 100m^2 GFA;
- Weekday AM peak hour: 0.8vph per 1000sqft GFA/ 0.929 = 0.86vph/ 100m^2 GFA; and,
- Weekday PM peak hour: 0.8vph per 1000sqft GFA/ 0.929 = 0.86vph/ 100m^2 GFA.

Accordingly, it is estimated that the traffic generations for the proposed development are:

- Weekday daily: [5.11 x 9274/100 (GFA)] = 474vpd; and,
- Weekday AM peak hour: [0.86 x 9274/100 (GFA)] = 80vph; and,
- Weekday PM peak hour: [0.86 x 9274/100 (GFA)] = 80vph.

Accordingly, it is estimated that the proposed development would generate a total of approximate **474** vehicular trips per regular weekday with about **80** trips during the typical weekday AM peak hour and **80** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

The traffic generation and peak hour split detailed in **Table 1** were based on the directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual:

Table 1. Estimated peak hour trips for the proposed development

Land Uses	Direction	Weekday Daily Traffic		Weekday AM Peak Hour Traffic		Weekday PM Peak Hour Traffic	
Manufacturing	Inbound	50%	237	73%	58	42%	34
	Outbound	50%	237	27%	22	58%	46

5.3 Traffic Impact Comparison

Based on the calculations and assumptions outlined in the previous section, traffic analysis indicates that the net change in traffic generation of the subject site is estimated as:

Weekday AM peak hour: 80 – 81 = -1 vph (decrease)
Weekday PM peak hour: 80 – 81 = -1 vph (decrease)
Weekday daily: 483 – 474 = -9 vpd (decrease)

As evident, the proposed industrial development would generate less traffic than the existing development. The adjacent road network has been accommodating the existing development traffic and therefore it is expected to comfortably accommodate the traffic generation of the proposed industrial development.

5.4 Traffic Flow

Based on the general spatial distribution of the existing road network, the proposed industrial development's traffic distribution adopted for this analysis is as follows:

- 70% of trips to/from the west along Office Road;
- 20% of trips to/from the north along Mandurah Road; and,
- 10% of trip to/from the south along Mandurah Road.

Figure 4 illustrates trip generation and traffic distribution over the local road network for the proposed industrial development**.**

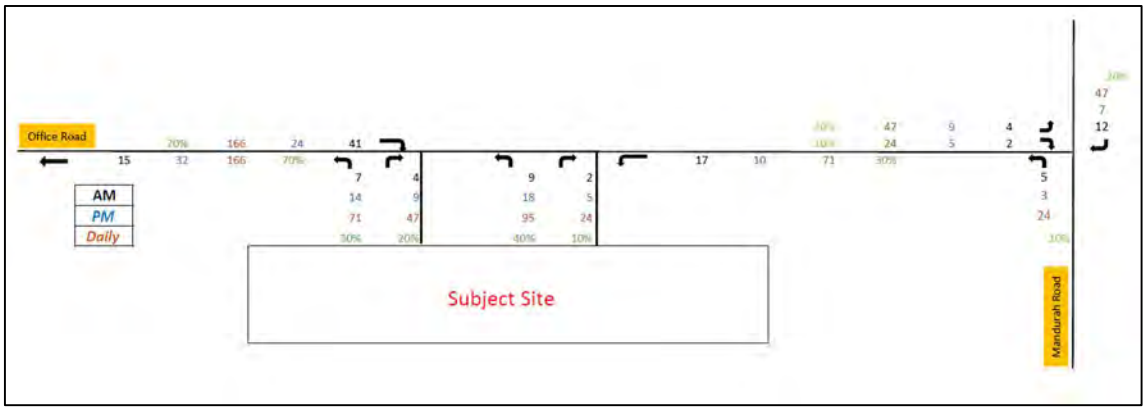


Figure 4: Estimated total daily traffic movements for the subject site

AM Peak Hour / PM Peak Hour / Daily

5.5 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provide guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

As detailed in **Section** Error! Reference source not found., the proposed redevelopment result in a net decrease in traffic generation. Therefore, the impact of the development traffic will not result in any traffic increases to warrant further detailed analysis.

6 Traffic Management on the Frontage Streets

Figure 5 illustrates the road hierarchy of the surrounding roads based on the Main Roads WA *Road Information Mapping System*. As evident, Office Road is classified as a Local Distributor and operates under a speed limit of 70 km/h, while Mandurah Road, is classified as Regional Distributor and operates under a speed limit of 70 km/h, and Patterson Road is classified as a Primary Distributor and operates under a speed limit of 60 km/h in the immediate vicinity as shown in Figure 6.



Figure 5. Main Roads WA Road Information Mapping System Road Hierarchy

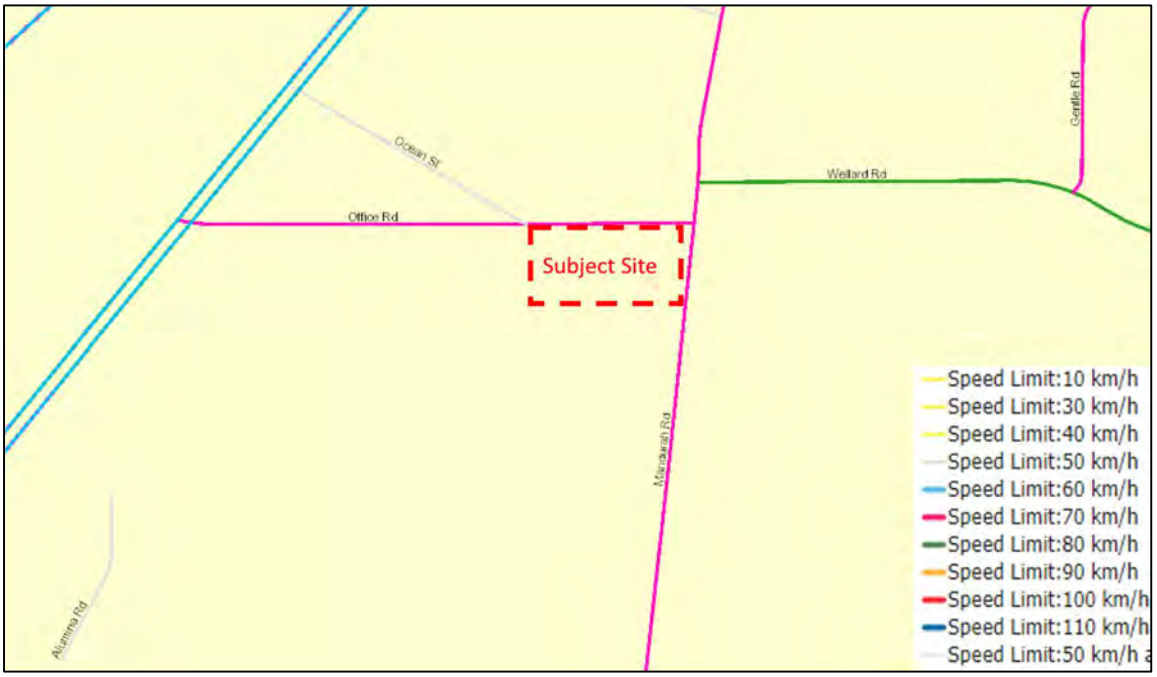


Figure 6. Main Roads WA Road Information Mapping System Speed Data

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 7**.

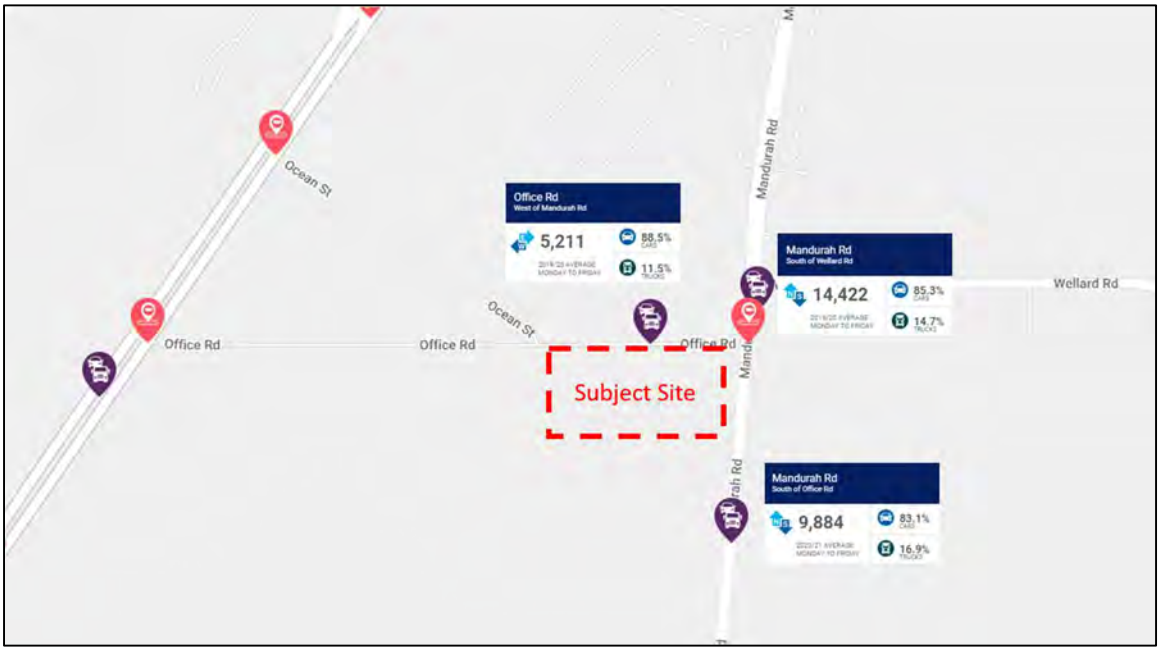


Figure 7. Existing traffic counts on surrounding roads

Office Road, immediate north of the subject site, is constructed as a single carriageway, two-way undivided industrial road with a 7.3 m wide trafficable pavement, as shown in **Figure 8**. Office Road forms a priority-controlled 'T' intersection with Mandurah Road to the east, and priority-controlled "T" intersection with Patterson Street to the west.



Figure 8. East-bound view along Office Road

7 Public Transport Access

As detailed in **Figure 9**, the subject site has limited access to the existing bus services that operate in the vicinity of the site.

The closes available bus services are route 548, which operate along Patterson Road with the nearest bus stop located approximately 850 m walking distance from the site. This bus route provides a direct link to Fremantle Station, Rockingham Station and Rockingham Centre.

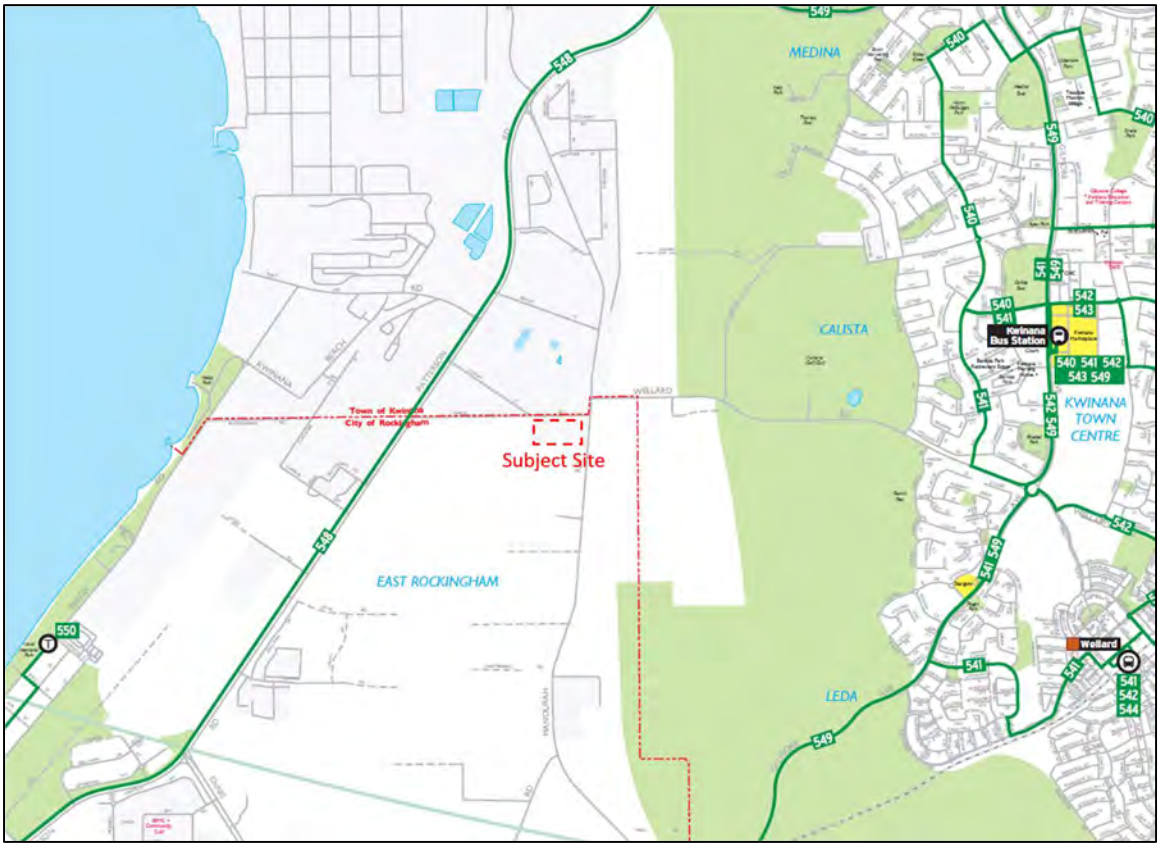


Figure 9. Public transport services (Transperth Maps)

8 Pedestrian Access

There are no pedestrian paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any pedestrian movements due to the nature of the proposed land use and lack of general amenities in the immediate area.

9 Cycle Access

There are no cycle paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any cycle traffic due to the nature of the proposed land use and lack of general amenities in the immediate area.

10 Site Specific Issues

No site-specific issues have been identified within the scope of this assessment for the proposed industrial development.

11 Safety Issues

No safety issues have been identified within the scope of this assessment for the proposed industrial development.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

The subject site is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. A total of total of 49 on-site parking bays in front of the main office, including one ACROD bay, and 137 hardstand bays around the workshop building are proposed to address the parking demand of the proposed industrial development.

It is proposed to remove the existing crossover and construct two new full-movement crossovers to serve the proposed development. Also, as part of the proposed application, a new third crossover is proposed immediately adjacent to the existing crossover.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is lower than the existing land use, and as such, would not have any impact on the surrounding road network.

The largest heavy vehicle which are expected to use the subject site is 27.5 m B-Double. Turn path analysis undertaken for 27.5m trucks confirms satisfactory access, egress and circulation within the subject site.

No transport or road safety issues have been identified for the proposed industrial development.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed industrial development.

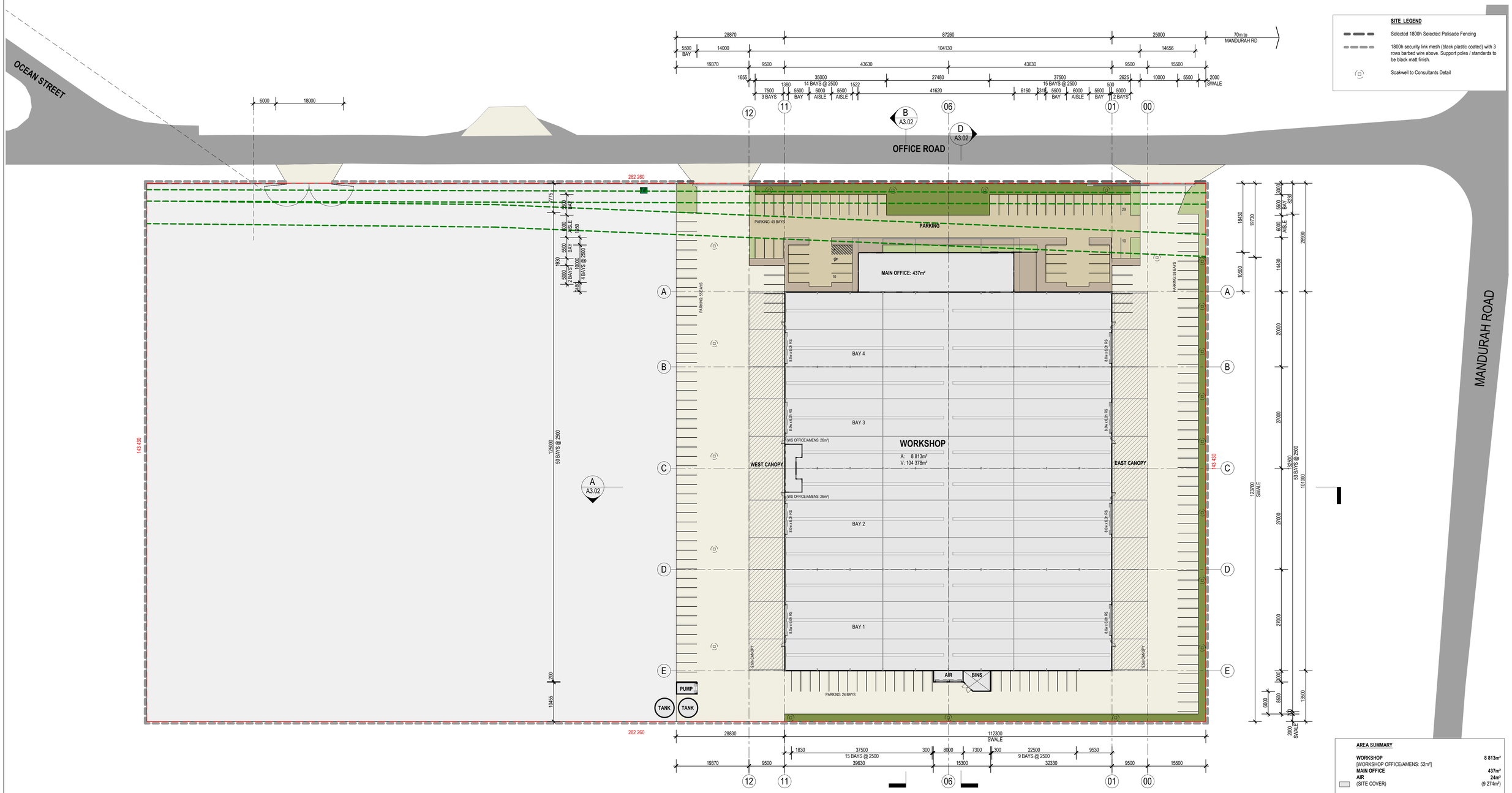
Appendix A

PROPOSED DEVELOPMENT PLAN

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail



AREA SUMMARY

	WORKSHOP	**8 813m²**
	[WORKSHOP OFFICE/AMENS: 52m²]	
	MAIN OFFICE	**437m²**
	AIR	**24m²**
	(SITE COVER)	(9 274m²)
	HARDSTAND: 137 BAYS	**7 926m²**
	(CANOPY)	(1 919m²)
	PARKING: 49 BAYS	**1 468m²**
	TOTAL LANDSCAPE	**1 579m²**
	(LANDSCAPE)	(262m²)
	(LANDSCAPE SWALE)	(919m²)
	(PAVING)	(398m²)
	SITE AREA	**20 247m²**
	FUTURE DEVELOPMENT	20 247m²
	TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 186 BAYS

1 / A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

PRELIMINARY ONLY

TIM MANSER-SMITH
ARCHITECT **PTY LTD**
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P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
O	230320		CLIENT REVIEW / CONSULTANTS

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01**

Rev.: **O**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_O.rvt

Appendix B

TURN PATH ANALYSIS

OFFICE ROAD

MANDURAH ROAD

PARKING: 49 BAYS

PARKING

MAIN OFFICE: 437m²

PARKING: 55 BAYS

PARKING: 58 BAYS

BAY 4

BAY 3

BAY 2

BAY 1

8.0w x 6.0h RS

WORKSHOP

A: 8 813m²

V: 104 378m³

WS OFFICE/AMENS: 26m²

9.5m CANOPY

EAST CANOPY

AIR

BINS

PARKING: 24 BAYS

PUMP

TANK

MRWA 27.5m B-double 15m Radius

Tractor Width	2500	Lock to Lock Time	6.0
Trailer Width	2500	Steering Angle	22.0
Tractor Track	2500	Articulating Angle	70.0
Trailer Track	2500		

60 Office Road, East Rockingham

27.5m B-Double Circulation

Service vehicle Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk01b

21/3/2023

Scale: 1:700 @ A3

transcore

OFFICE ROAD

MANDURAH ROAD

PARKING: 49 BAYS

PARKING

29

10

10

MAIN OFFICE: 437m²

PARKING: 55 BAYS

PARKING: 55 BAYS

8.0m x 6.0h RS

BAY 4

BAY 3

BAY 2

BAY 1

WORKSHOP

A: 8 813m²

V: 104 378m³

(WS OFFICE/AMENS: 26m²)

9.5m CANOPY

9.5m CANOPY

AIR

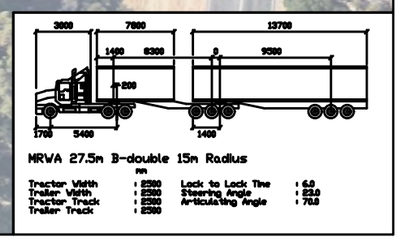
BINS

PUMP

TANK

TANK

PARKING: 24 BAYS



60 Office Road, East Rockingham

27.5m B-Double Circulation

Service vehicle Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk02b

21/3/2023

Scale: 1:700 @ A3

transcore

OFFICE ROAD

MANDURAH ROAD

PARKING: 49 BAYS

PARKING

29

10

10

MAIN OFFICE: 437m²

PARKING: 55 BAYS

PARKING: 58 BAYS

8.0w x 6.0h RS

BAY 4

BAY 3

BAY 2

BAY 1

(WS OFFICE/AMENS: 26m²)

WORKSHOP

A: 8 813m²

V: 104 378m³

WEST CANOPY

EAST CANOPY

9.5m CANOPY

AIR

BINS

PARKING: 24 BAYS

PUMP

TANK

12500

2200 6850

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	6.0
Steering Angle	: 36.7

60 Office Road, East Rockingham

12.5m Service vehicle

Service vehicle Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk06b

21/3/2023

Scale: 1:700 @ A3

transcore

Waste Management Plan Rev: A – March 2023

Waste Management Plan

Office and Workshops
60 Office Rd
East Rockingham
City of Rockingham

CONFIDENTIAL

Issued by:

Jake Hickey

State Resource Development Manager

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1.3. Scope of Plan.....3

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2.3. Aspects requiring management.....9

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Introduction

1. Introduction

1.1. Executive Summary, findings, assumptions & recommendations

This Waste Management planning of a commercial site requires many considerations. First of which was the diversion of waste from landfill, as per council bylaws & state government waste strategy targets. Followed by building amenities & their ease of use of the system by guests, occupants, the facility team members, caretakers and visiting guests & contractors.

Based on the new design / yield schedule, the bin storeroom of ~36m2 has enough size to allow for the buildings waste generation, configuration & transfer bin areas have also been introduced in the design within the building at key locations where high levels of waste or odours are generated.

Signage (in text and pictures) for better diversion rates and reduced contamination of waste streams are recommended within all these areas. As well as space for the temporary placement of bulk verge waste within bin store, that is to be removed from store by private appointed waste contractor from within the boundary.

All other typical recommendations regarding bin store designs and drainage considerations are detailed in the Appendixes & drawings attached. If required by Local Government consideration of mechanical ventilation systems could be needed on the bin store to divert odours away from the boundary lines of this property.

Bin store is set behind landscaped area with a dropped kerb at the rear of the carpark to limit visibility from Office Rd. Trucks turning curves dimensions have been provided to Traffic consultant for a Heavy rigid 11m long truck to service the site via the car park entrance and enter / exit in a forward gear, stopping within the boundary line at the rear of the carpark to avoid staff when loading the bins. These dimensions are covered under the indemnity of the Traffic Engineer. Showing a revised turning / reversing bay as detailed in the appendix in the Traffic Impact Statement.

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1.2. Purpose

This Waste Management Plan outlines the correct approach for the management of waste during the initial design, application for local government building approval & the end user / tenant waste generator's processes once the building is complete.

All construction waste, post design approval and the commissioning phases of the building are covered off in a separate waste management plan or perhaps a facilities hand over pack.

1.3. Scope of Plan

This plan details the waste management strategy for the buildings' end users, and includes:

- Environmental protection from contamination by waste, debris or discharges;
- Management of solid environmental contaminants, waste reduction strategies, waste stream segregation (if required) and recycling.
- Allocates adequate space for bin storage & waste management for general & recycled waste.

1.4. Precedence

Where ambiguity is detected between the procedures and requirements in this plan and the design documentation, then the procedures nominated in this Waste Management Plan will take precedence.

1.5. Interface with other Project Plans and Procedures

This plan forms part of an integrated set of environmental documents and should only be read in conjunction with all other project documentation provided by the Developer at Development Approval stage.

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1.6. Project Description

A detailed project scope and description was provided Credentia Construction.

Waste Generation figures at WALGA rates following consideration of the m3 of the active area's floor footprint via drawings & emails provided in March 2023.

- Yield schedule of ~8813m2 (GFA) of warehouse within the building. 437m2 are offices @50L per 100m2 per day for both general and commingled waste streams.

General Waste (Red lid 5x 3m3 large front lift bins twice weekly)

Figures taken from the WALGA waste generation rates with space within the bin store allocation of general waste for the future provision of FOGO bins which are not currently a requirement of planning.

Carboard only Waste (blue lid 1x 3m3 large front lift bins twice weekly)

Note this is not a mandated requirement of local government planning.

Recycled Waste (Yellow lid 4x 3m3 large front lift bins twice weekly)

Figures taken from the WALGA waste generation rates noting allowance for paper and cardboard above.

FOGO (Green lid) 1x240L bin once or twice weekly or as required).

Future proof only as it's not a requirement of a commercial facility to have FOGO bins within store. When waste to energy is next door and provides a better pathway to save GHG emissions.

Landscape (Lime Green waste N/A)

Private landscape contractors if needed. Utes servicing the site will go to local recycling or waste transfer station or nearby waste to energy if contamination is present.

Bulk Hard Waste (moved by private contractor to tip or recycling facility)

By local government contractors or by private contractor under cleaning contract or agreement.

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1.7. Document Control

Amendments to this Waste Management Plan are approved by Instant Waste Management & Planning Development and distributed to all holders of controlled copies by Urbanista Planning or Credentia Construction.

Controlled Copy No.	Date	Name of Recipient	Organisation
WMP Instant Waste Rev: A	21st March 2023	Willie Boylan	Credentia Construction

Uncontrolled copies of this plan may be distributed to the Main Contractor, the project team & maintenance personnel.

These copies are not subject to automatic amendment and the receiver should verify currency of the document.

Revisions to this Plan will be made as required to reflect the current system requirements.

Current Revision Record:

Document Reference	Date	Revision	Description	Pages
WMP – Instant Waste Rev A	21st March 2023	Rev: A	Issued for DA	14

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Waste Management

2. Waste management plan

2.1. Introduction

Waste can affect different aspects of the environment and may cause contamination, impacts on visual amenity and health effects. Waste materials that may be produced on the Project site include:

- Litter including food and drink packaging;
- General Waste from tenants
- Recyclable waste from tenants
- Maintenance works waste
- Office equipment paper, cardboards, etc.; and
- Wastewater – generated by flood events

It is important that all litter and waste generated by maintenance activities is constrained within the project area, using designated bins and waste management procedures. At no time should surrounding premises or environments be impacted by waste from maintenance.

2.2. Recycling

The guiding principle of waste management is to minimise the impact of waste on the environment and the public wherever practicable. The hierarchy of waste management applied is:

a) Avoid – making the waste in the first place – alternative designs & lean procurement systems.
b) Reduce – via prevention or elimination of waste products;
c) Reuse – find a secondary use for the waste product; and
d) Recycle – alternative use for waste product which may include reprocessing of product.
e) Recovery – divert materials away from landfill that can be processed into feedstock for the waste to energy sector.
f) Landfill – control the destination of waste to its' relevant class of landfill site.

Waste products shall be eliminated, prevented and reduced wherever practicable. This shall be achieved through rationalising the number of products onsite, finding alternative products which assist in volume reduction and are recyclable. Other methods to help minimise the generation of waste include:

- Storing maintenance materials safety to avoid damage and loss.
- Regular orders in an "as needed" basis rather than large stock levels of consumables.
- Keeping materials in their packaging for as long as possible to protect them from damage.
- Reuse of materials until no longer fit for purpose.
- Reuse of materials for alternative purposes,
- Finally, the product can be transported offsite for further processing and recycling by the licensed waste contactor.

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Waste Management

2.3. Aspects requiring management

Maintenance processes & large active occupied buildings have the potential to produce a large amount of solid waste; Therefore, it is important to properly design & manage the waste flow. Potential aspects of waste management include:

- Generation of solid wastes, such as plastics, paper and aluminium cans, by tenant may impact the surrounding environment if they are not contained and properly managed;
- Waste not properly contained may attract unwanted feral animals & odours;
- Bin storage designs, their maintenance, access & locations.
    - Volume of waste & recyclables
    - Access to bin storage & transferal to collection point;
    - Frequency of collection
    - Safety of waste operatives & members of the public
    - Truck access to roads & site. (turning curves & bin sizes)
    - Amenity (plant machine noise and waste odours controlled by ventilation)
    - Local Government requirements
    - General waste, generated in the building is transferred to the bin store via the Caretaker or staff.
    - Recycled commingled waste & general waste is deposited in the bins by the occupants in clearly marked bins.

Table for Waste Streams likely to be generated

Waste Stream	Waste generation	No. of weekly collections	Available Footprint in bin ~36m2 store
General Waste	<27,000,000L per week	<5x 3000L twice weekly or as required.	Yes bin store
Commingled Recycling	~27,000L per week	<2 x 660L twice weekly or as required.	Yes bin store
FOGO	N/A (Included above in general if needed)	Captured in general Waste or 1x240L weekly (optional)	Yes for future proofing only Not mandated by City in commercial sites
Paper & Cardboard	Included above in commingled	Captured in the Commingled recycling	Not mandated by the City in commercial sites.
Landscape	TBC	By private contractor	N/A
Bulk	TBC	By private contractor	~ transported to landfill or recycling facility

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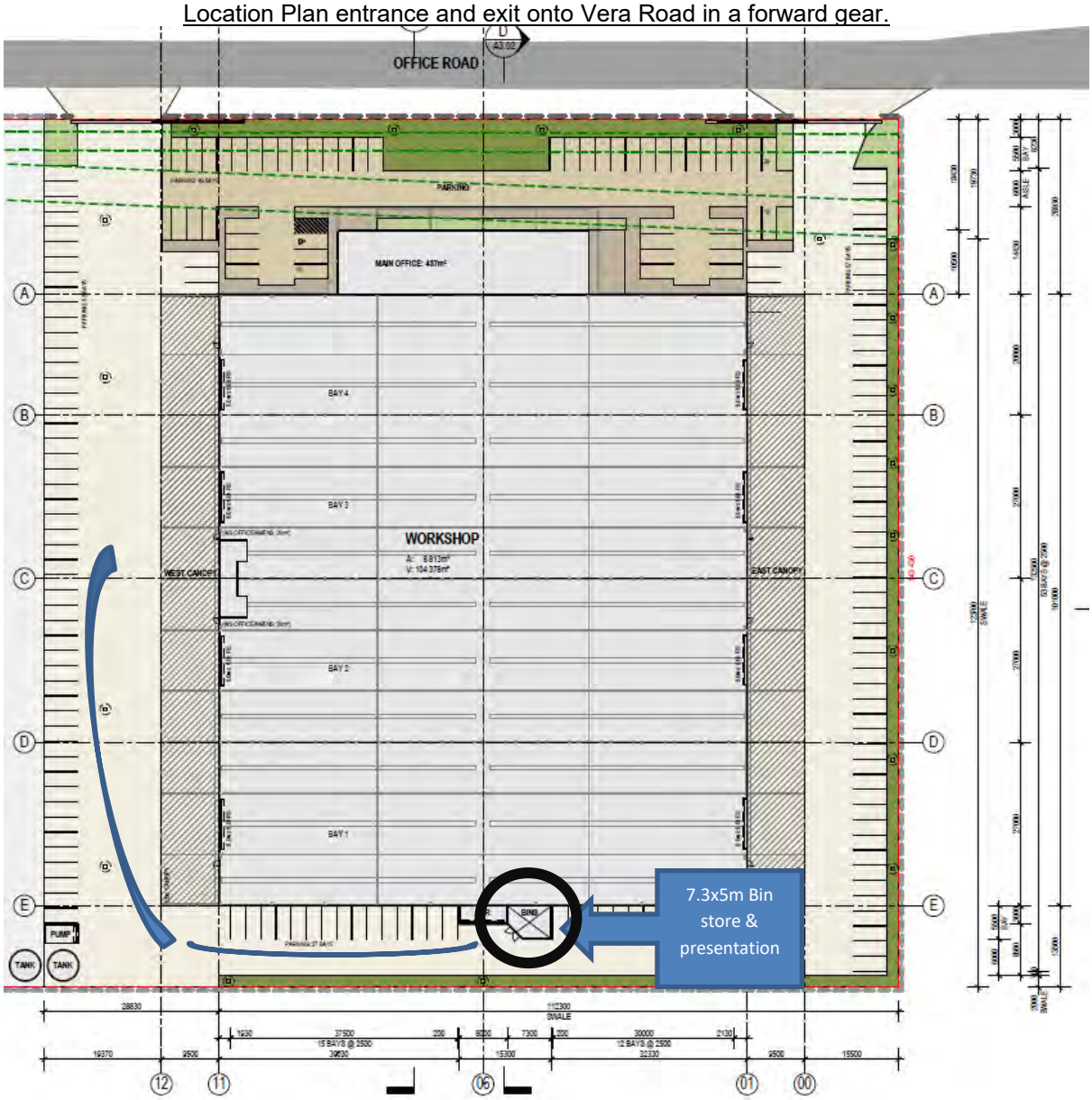
Location Plan entrance and exit onto Vera Road in a forward gear.



Ground Floor Garbage Room for general waste commingled recycling bins & bulk hard verge waste.

NOT TO SCALE: See Traffic Impact Statement for turning curves and recommendations of internal service in car park. Entry and exit is in a forward gear.

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2.4. Objectives, Targets & KPI's

Objective	Target	Key Performance Indicator
Solid and liquid waste to be disposed of as per regulatory requirements.	All waste to be disposed of by a licensed waste contractor. (Private or Council)	Onsite waste disposal facilities kept clean & odour free.
Client aim to maximise landfill diversion	Recycle commingled waste bins used	Commingled bins not contaminated
No waste to affect nearby premises or tenants	Limited complaints relating to waste	No. of complaints relating to waste

2.5. Building Management Actions

Parameter	Action	Timing	Responsibility
Induction	During inductions all maintenance personnel shall be made aware of individual responsibilities in regards to waste management, including the understanding that all personal rubbish and maintenance rubbish generated is to be properly disposed of in designated disposal facilities	Establishment of a permit to work or similar maintenance systems.	All contractors & sub contractors, Building Supervisor
Waste Management Plan	Maintenance subcontractors will be required to comply with the Waste Management Plan for their Scope of Work. Detailing the type of waste generated, waste avoidance / reduction / reuse / recycling strategies if required.	Establishment of landscape contract	Maintenance & landscaping contractors. Building Supervisor
Waste Disposal	Secure appropriate waste disposal facilities (wheelie bins) shall be provided in strategic locations onsite. Waste bins shall be located such that they do not affect the community and not too close to surrounding premises. Separation of waste for recycling will be enforced and monitored at Car Park recycling points.	Occupancy	Building Supervisor
Waste Disposal: Storage & transfer of waste to a collection point	Waste disposal facilities shall be regularly collected or emptied by a licensed waste collector in accordance with Local Council Health Laws.	Occupancy	Building Supervisor
Storage Area design	Where possible a secure storage area allocated for the collection & recycling of waste will be established.	Design	Designer & or Architect
See next page for more parameters			

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Parameter	Action	Timing	Responsibility
Waste Contractors	Licensed contractors shall be engaged to remove waste.	Handover from construction project team to maintenance team	Project Team & Maintenance team
Putrescibles Waste (Organic only bins)	All putrescibles waste to be placed in a lidded bin and removed separately if FOGO becomes a condition of local government in commercial sites.	Occupancy	Building Supervisor
Recycling / Waste Reduction	Recycling initiatives will be investigated and implemented on site if required.	Occupancy	Building Supervisor
Site Maintenance office or Building Supervisors' stores	The site supervisors' office shall implement office waste minimisation techniques: • Reuse methods where possible. • Using electronic documents to reduce use of paper • Purchasing products in bulk to reduce packaging	Establishment	Building Supervisor
Hazardous Waste	Hazardous waste will be managed and disposed of as per the Material Safety Data Sheet requirements and Environmental Protection (Controlled Waste)	End of Defect works (Construction), Maintenance teams & Building Supervisor	Sub Contractors & Building Supervisor
Servicing & cleaning of bin store	Where practicable bin storage plant will be serviced by licenced contactors to reduce the risk of waste onsite and potential for chemicals spills.	Maintenance	Building Supervisor

2.6. Monitoring the Actions of Building users

Type of Monitoring / Reporting	Timing	Responsibility	Record
Measure the diversion from landfill of recycled waste streams	Monthly	Building Supervisor	Internal record keeping
Measure the amount of General waste	Monthly	Building Supervisor	Internal record keeping
On site segregated waste (if required). Appropriate, secure waste placement	Daily	Building Supervisor	Internal record keeping

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Appendix I

Internal waste management:

Separation of waste at point of generation: Recommend that two separate bins to be incorporated into the design of all the changing areas, which should be sufficient to store waste & recyclables generated in each day. Paper /Cardboard packaging &/or FOGO can also be considered if volumes warrant it. (As it's not a mandated design specification by this local government on commercial sites).

Bin store & recycling collection point design considerations:

Size: The size of the area set aside for the management of waste is sufficient to accommodate the number of bins required (based on the compaction ratio and the collection regime provided).

Ventilation and odour: The design of the bin store will provide for adequate natural ventilation through ventilated doors which will be permanent, unobstructed natural ventilation openings direct to the external air, not less than one-twentieth i.e. 5% of the floor area. Due to the nature of this site mechanical ventilation should be considered in design if the space becomes too odorous.

Lighting: Artificial light controlled by switches will be located both outside and inside the room.

Noise: Waste and recyclables will be collected from the waste collection point on the ground level which is not adjacent to ground floor entrance. Consideration should be given to commingled recycled waste, which can be gathered for collection and transferred by the Site Supervisor to the bin store as required. As this stream can be noisy if glass is involved.

Signage: Clear and easy to read "NO STANDING" signs and "DANGER" warning signs for children will be fixed to the external face of each waste and recycling room where appropriate and signage designating the storage of RECYCLABLES will be fixed to the internal wall(s).

Aesthetics: The bin store has been designed within the development and as such will be consistent with the overall aesthetics. The waste collection point is located away from the front or main entrances to the building and avoids setting bins out along the external walls of the building or detracting for safety elements of small children being dropped off at the centre during all hours.

Protection from Fire, theft and vandalism: The bin store is located on the ground level and access will be restricted to only the Site Supervisor and the approved building user & maintenance staff.

Vermin: On the ground floor self-closing double or leaf & a half doors to eliminate access to vermin will be installed. Washing bins and waste storage area: The bin store will have bin-washing facilities including an adequate supply of hot and cold water mixed through a centralised mixing valve with hose cock and have floor drainage installed. The site supervisor will be responsible for washing bins (or contracting the waste and recycling service provider to wash bins) and for maintenance of the bin store. The walls, floors and ceilings of the waste room(s), recycling room(s) and service compartment(s) will be finished with a light colour. Floor drainage will be required.

Distance from service area & truck access: Reasonably level ground, with flat trafficable (bin width) access paths from the bin store to the presentation point are required. The collection point needs enough free-standing space for all bins behind the truck and should be as close by to the building as possible to shield empty bins from heavy winds during collection and return to bin store by driver or presentation by caretaker, staff. No high kerbs blocking pathways to bin truck and bin store.

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Appendix II

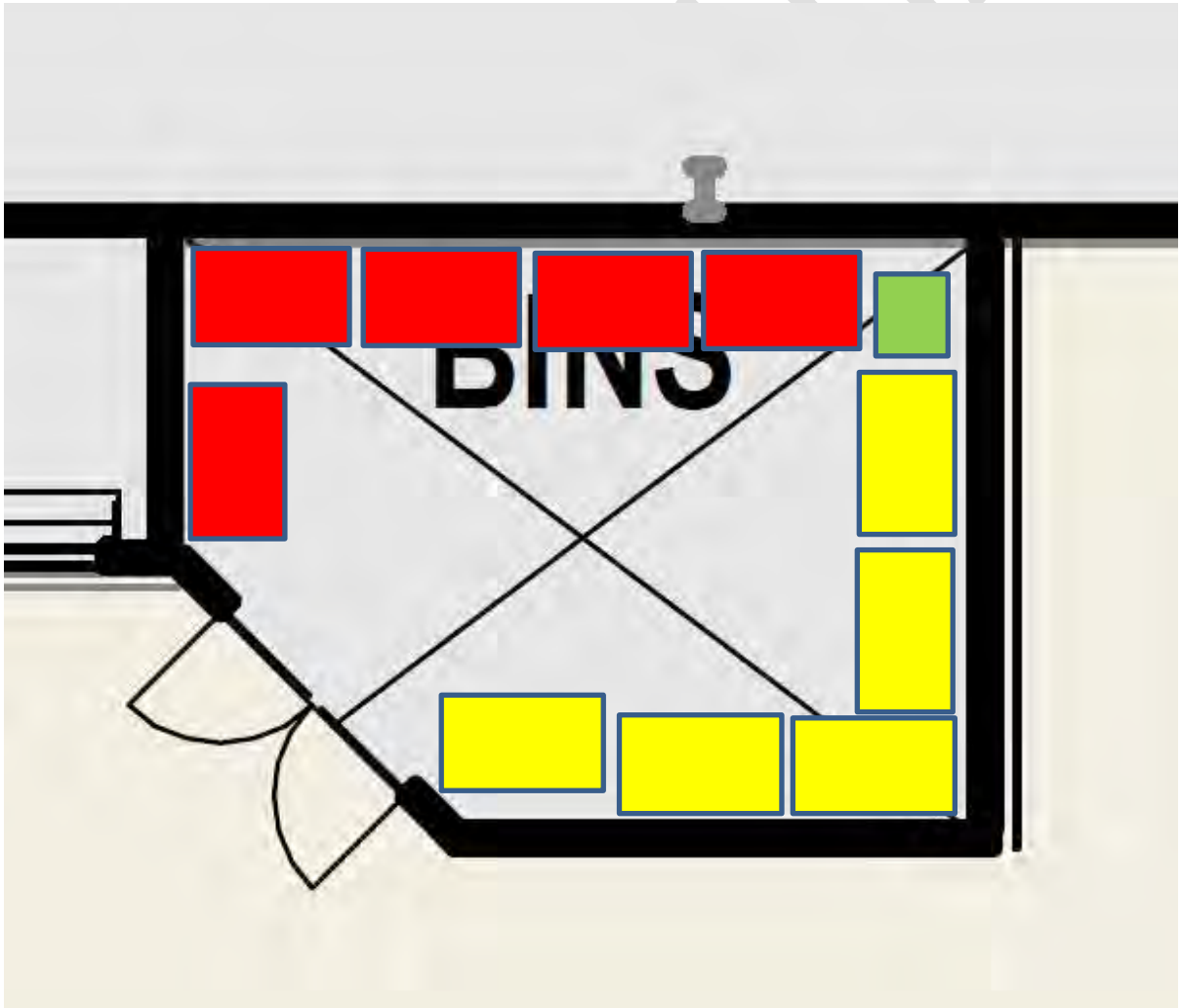
Capacity	120L	240L	660L	1100L
Depth	0.620m	0.715m	0.765m	1.070m
Width	0.540m	0.580m	1.360m	1.360m
Height	0.920m	1.075m	1.235m	1.485m

Further bin type sizes and truck turning curves can be provided on request.
A full Traffic Management plan is to be provided by others.

36m2 Bin store. Which is plenty of space for 10x3,000L bins and a 240L FOGO or a 3m3L paper and cardboard (the last two options for 240L bin sizes are not mandated by the City in its design guidelines although this service is now available to commercial sites).

Water tap and a floor drain are both in the design but not shown on this drawing.

Red =General waste, Yellow = Commingled recycling, Green = FOGO



Not to scale

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Appendix III

Relevant documents:

- Drawings issued in March 2023 showing bin store for potential private collection within boundary line by 611m long truck (turning curves available from Traffic consultant on demand). staff will collect and return bins to bin store after truck pulls up within car park and uses pathed flat area from bin store to presentation at back of truck. Bins returned by driver or site caretaker, staff to the bin store after collection.
- Traffic Impact Statement provided by others.
- Specification of internal under counter or open plan litter bins & bin transfer areas to be developed by the design team at later stage for operational waste.
- Typical truck data flyers & bin sizes available on website & provided by waste contractor showing typical bin sizes used by commercial sites for removal of waste.
- Waste generations figures used from the WALGA waste guidelines.
- Waste generation figures emailed to design team for consideration in March 2023.

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Disclaimer:

The information contained in this entire Waste Management Plan & the attached documents are provided by Instant Waste Management in good faith. The company believes the information to be accurate and current at the date of publication. The company does not guarantee or warrant the accuracy, completeness or currency of the information provided. All care and no responsibility has been taken by Instant Waste Management in the creation of this Waste Management Plan. No Professional liability can be passed onto the author.

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SLR Consulting Australia Pty Ltd
Level 1, 500 Hay Street, Subiaco, WA, Australia, 6008

May 19, 2023

Attention: [redacted]

SLR Project No.: 675.VX5954.00000

RE: 60 Office Road East Rockingham
Assessment of tenant proposal re Part V Regs EP Act

Overview

[redacted] is considering leasing premises at 60 Office Road, East Rockingham to [redacted] for the purpose of constructing and operating a facility. Land zoning requirements dictate that the premises be used for activities that are prescribed under Schedule 1 of the ***Environmental Protection Regulations 1987*** (EP Regs) and hence regulated under Part V of the ***Environmental Protection Act 1986*** (EP Act). The City of Rockingham requires confirmation that this is the case for the purpose of a Development Approval. [redacted] has requested that SLR provide a review of [redacted] proposed activities and determine whether the premises would require licencing under Part v of the EP Act.

Prescribed Activities

SLR undertook a review of the activities planned to be undertaken on the premises that included a review of the chemicals to be imported and stored on the site, and the uses that they would be put to on the premises. Based on the information provided to SLR by [redacted], the categories outlined in Table 1 would apply to the activities proposed to be undertaken at the premises. We understand that facilities will be established on a staggered basis as demand for the products increases through time.

Table 1: Prescribed Activities proposed at 60 Office Road, East Rockingham

Category	Description	Production capacity	Proposal
48A	Metal finishing: premises on which iron or steel is galvanized	Not applicable	Future scope
73	Bulk storage of chemicals etc.: premises on which acids, alkalis or chemicals that — (a) contain at least one carbon to carbon bond; and (b) are liquid at STP (standard temperature and pressure), are stored.	1 000 m^3 in aggregate	1 000 m^3 bunded storage facility
81	Metal coating: premises on which metal products (excluding vehicles) are spray painted, powder coated or enamelled	1,000 L or more per year (paint or powder)	Paint booth facility to paint steel bolt materials

Given the above we consider that the occupier of the premises would require a Works Approval to construct the facility and either a Licence or Registration (depending on the applicable categories) to operate would apply.

Prescribed premises are those with the potential to cause emissions and discharges to air, land or water and trigger regulation under the EP Act. The prescribed activities provided in the above table are described in Part 2 of Schedule 1 and are considered low risk. Potential environmental discharges include dust, contaminated stormwater, and spills, all of which will be appropriately managed through proper facility design. A works approval will only be granted when sufficient information is provided as to how potential emissions and discharges will be managed. Management will include containment structures that allow the collection and appropriate disposal of wastes.

Closure

We hope that the above meets your requirements. We are available to answer any questions you may.

Regards,

SLR Consulting Australia Pty Ltd



Scott Bird, Technical Director
Growth Lead, Land Quality & Remediation
sbird@slrconsulting.com

Our Ref: 20.2023.62.1 – D23/155472

Your Ref:

Enquiries to: Mr Chris Parlane

27th July 2023

Ms Daniella Mrdja
Urbanista Town Planning
231 Bulwer Street
PERTH WA 6000

Email: daniella@urbanistaplanning.com.au

Dear Ms Mrdja

Re: Request for Further Information - Joint Development Assessment Panel Application - Proposed Industrial Workshop / Warehouse and Office - Lot 1728 (No.60) Office Road, East Rockingham

I refer to your Development Application seeking approval for the above.

The City has completed a review of the proposal and has determined that the following additional information is required to complete the assessment. The information is requested in accordance with clause 65A(1) of *the Planning and Development (Local Planning Schemes) Regulations 2015*.

As per subclause (3), the information is requested to be provided by the **17th August 2023**. Further, in accordance with clause 65B can you please confirm whether the applicant agrees or refuses this request for additional information within **7 days** of this letter.

Vehicle Access Points:

The Transport Impact Statement (TIS) states that three full movement vehicle access points are proposed for the site onto Office Road. It is also noted that the development plans and TIS are inconsistent in the location of proposed crossovers.

The TIS indicates the intention to move the existing vehicle access point to the west for a future development and create two (2) additional vehicle access points centrally and to the east along the road frontage, with the current development proposal utilising the central and eastern crossovers.

Consistent with the principle of minimising vehicle access points to regional roads outlined in the WAPC's *Development Control Policy No.5.1 Policy Regional Roads (Vehicular Access)* the City and the Department of Planning, Lands and Heritage support two (2), not three (3), vehicle access points to Lot 1728 for both the current and any future development of the land. It is considered there is potentially scope for the central vehicle access point to be utilised to provide for vehicle access to a future development of the western portion of the subject site by way of right of way easement arrangement.

In light of the above, please confirm the approach to the access arrangements and provide further justification, should it be intended to proceed with the application on the basis of three (3) vehicle access points instead of two (2).

Finally, the wing of the eastern most crossover is shown on the site plan encroaching in front of the adjacent lot. This may restrict the location of a potential future vehicle crossover for the adjacent lot and is not supported. Crossovers will need to be designed in accordance with the City's specification for the construction of commercial crossovers. Please liaise with the City's Technical Services department for the construction details.

Turning Pockets:

Office Road is a single carriageway, two-way undivided road with a 7.3m wide carriageway north of the site. According to the TIS the proposed development will generate approximately:

- 474 vehicles per day;
- 80 vehicles per hour in the AM and PM peak periods.

For traffic safety reasons and in order to avoid traffic queuing on Office Road to allow development traffic to enter the subject site, the City as well as the City of Kwinana consider that an Auxiliary Right Turn (AUR) treatment is required on Office Road at the proposed vehicle access points.

Please provide an amended Site Plan and TIS showing turning pockets designed in accordance with Austroads' *Guide to Traffic Management Part 6 (Intersections, Interchanges and Crossings)*. The Amended Site Plan must demonstrate how the right turning pocket can be accommodated within the existing Office Road reservation.

Traffic Generation:

Section 5.2 of the TIS mentioned that "*The traffic generation and peak hour split detailed in Table 1 were based on the directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual*". Please provide an extract for this information, the City does not have access to ITE *Trip Generation Manual (11th Edition)*.

Figure 4 suggests that there is no right turn movements for "Crossover 3" and no left turning movements for "Crossover 2". Was it assumed that staff / visitors would be using the closest vehicular access when entering the site?

Swept Path Analysis:

The TIS includes swept path analysis plans for 27.5m long B-Double trucks. The City has traffic safety concerns about the 'swept path' movements of B-Double trucks shown entering and leaving the site without remaining lane correct given the anticipated traffic volumes and existing traffic volumes using Office Road.

Please provide amended swept path diagrams showing lane correct B-Double movements and amend the site if necessary to achieve this.

Landscape Strip:

The proposed 3m-8.5m width of the landscape strip adjacent to the street boundary is inadequate in its current form to provide an effective street interface for the development. The City's *LPP 3.3.8 East Rockingham Industrial Zones* provides the necessary guidance.

As discussed below there may be scope to reduce onsite car parking provision for this development, and in doing so by removing the car bays immediately behind the landscape strip there is scope to widen the landscaping to 10m wide and thus comply with LPP3.3.8.

Please submit an amended site plan and landscape plan accordingly.

Onsite Car Parking:

The application proposed 186 car parking bays for a total of 40 employees and any visitors, which appears an over provision of onsite car parking.

As an alternative it is considered reasonable to calculate the parking requirement based on the number of staff and visitors, thus allowing for a more appropriate reduced level of onsite car parking while at the same time enabling the landscape strip adjoining the street boundary to be widened to a full 10m in compliance with LPP3.3.8.

Please review and provide an amended site plan, and provide clarification of anticipated visitor numbers to enable a required number of car parking bays to be calculated.

Summary of Submissions:

The City invites the applicant to provide responses to the comments received from the relevant agencies to date, for inclusion in the reporting. Please refer to the attached Summary of Submission Table, complete and return.

There were no public submissions received on this development application.

The City will provide you any DWER and DFES comments in due course, if received.

Advice to Applicant:

The City wishes to provide the applicant with the following technical advice to assist the review of the design.

Traffic Advice:

- The City of Kwinana (CoK) submission suggested that the intersection of Office Road and Mandurah Road is preforming optimally during peak hours. As such CoK recommended the proposed crossover centrally on the site is converted to 'entry only' and the crossover to the east of the site be 'exit only'. Please consider the benefits of restricting vehicle access and amend the proposal accordingly. The City has no objection in principal to such a proposal and is open to discussing this further.
- The TIS discusses existing traffic generation (section 5.1) which is used in a trip impact comparison (Section 6.3). The City has no information about the previous land use and the site appears to not have been used since 2020 (according to aerial photography). Further information explaining the historical use of the property would be of benefit.
- The areas used for vehicle movements and parking have not been designed in accordance with AS2890:
    - AS2890.1 requires that if the parking aisle length exceeds 100m then means to control vehicular speed is required (eg. speed hump). All parking aisles exceeds 100m in length and therefore means to control vehicular speed is required in accordance with AS2890.1.

- AS2890.1 requires that if one side of the parking bay has a vertical obstruction (i.e. higher than 0.15m or the wall for the pump in this particular case) that restricts door opening then the car parking width shall be increased by 0.3m (i.e. total of 2.8m). The proposed pump located at the southern boundary is considered to be a vertical obstruction and therefore the car parking bay located directly adjacent is required to be widened by at least 0.3m.
- AS2890.1 (Figure 5.2) provides details regarding the design envelope around a parked car that is required to be clear of any vertical obstructions. The proposed hydrant (i.e. considered to be a vertical obstruction in this particular case) is located within this design vehicle envelope and therefore does not conform to AS2890.1.

Landscape Advice:

- Regarding the Landscape Plan submitted, it is recommended that the proposed 'Shrubs and Groundcovers' list is reduced somewhat to include a max of three (3) of each (three (3) groundcovers, three (3) strappy plants, three (3) shrubs). Given the linear, and narrow areas of landscaping proposed, en-mass planting of the same species will have a greater visual impact than a large variety of species.
- Proposed '*Leucophyta brownii'* does not have a history of performing well long term within the City. It is recommended that this specie is removed from the list.
- It is acknowledged that a small area of planting has been provided within the verge area underneath existing trees to be retained. It is recommended that the applicant considers providing additional areas of planting and trees within the verge area to continue the 'pattern'.
- Plants in the schedule indicated as 'Bio Filter Plants' to be reduced to three (3) plants per meter square.
- Existing trees (noted to either be removed or retained) have been identified on the northern lot boundary only. Please indicate trees (if any) on the southern boundary of the site on the landscape plan, either to be removed or retained.
- Shade trees should be provided within the parking areas at a rate of one (1) tree per four (4) parking bay.
- It is the City's recommendation that the areas between the back of the kerb and lot boundary is maintained as irrigated turf with feature / existing verge trees. Vehicular site lines and underground services to be considered for placement of the trees.
- All landscaping is to comply with the APZ requirements as listed in the Bushfire Management Plan.

Urban Water Advice:

- As per the requirements of *Planning Policy 3.4.3 – Urban Water* and *DWER's decision process for stormwater management*, the development should include Water Sensitive Urban Design (WSUD) elements to treat the first 15mm of rainfall runoff from trafficable areas. WSUD elements can include rain gardens, bioretention swales or tree pits.
- The City would highly recommend reviewing the Busselton Foreshore development for inspiration on WSUD elements within trafficable spaces (see below).




Examples of flush kerbed rain gardens to receive first flush run-off from hardstand areas

- Stormwater runoff up to 1% AEP storm events should be retained and managed within the development by infiltration using soakwellls or other underground infiltration devices.

Finally, please ensure that the supporting technical reports are updated to reflect any design or operational changes to the application and align accordingly.

The City considers further discussions may be beneficial to progressing this development application, and is happy to meet, should you wish to do so.

Should you have any questions in relation to this matter, please do not hesitate to contact Mr Chris Parlane on 9528 0305 or via Chris.Parlane@rockingham.wa.gov.au.

Yours faithfully

DAVID BANOVIC
SENIOR PROJECTS OFFICER

URBANISTA
TOWN PLANNING

21 August 2023

Mr David Banovic
Senior Projects Officer
City of Rockingham
david.banovic@rockingham.wa.gov.au

Dear Mr Banovic,

NO. 60 (LOT 1728) OFFICE ROAD, EAST ROCKINGHAM
RESPONSE TO THE CITY'S REQUEST FOR INFORMATION (RFI)

I refer to the City's request for further information provided on 27 July 2023 as well as the referral responses provided by various external agencies. The following information provides a response to the matters raised.

CITY OF ROCKINGHAM

Vehicle Access Points

Amended plans have been prepared which amends the external layout and function of the site. The original plans lodged with the application illustrated the need for two crossovers for the eastern half of the site, with car bays located along the eastern and southern and central internal boundary. However, the amended plans alter the function of the internal vehicle movements by removing all the parking on the sides of the building and providing a central crossover and access point. This central access point will be common to the proposed development and a future development on the western side of the site, therefore consolidating vehicle access points to the site.

With respect to the number of crossovers, the applicant submits that this is appropriate to allow trucks to enter through one crossover and exit through the other crossover. These 'one-way' movements remove the need for trucks to turn or reverse within the site, creating a safer and more functional environment.

In regards to the third (western) crossover, it is expected that this crossover will be utilised by a future development on the western side of the lot, much like the proposed eastern crossover. Whilst it is noted that this crossover will not be used by the proposed development, this crossover is existing and remains in situ. It would be unreasonable to require our client to remove this crossover and reinstate the verge, when it is expected that this will be used by a future development.

In regards to the wing of the eastern crossover, this has been amended based on the advice of the applicant's traffic consultants in liaison with the City's Technical Services Department.

Turning Pockets

Based on the number of vehicles generated per day, the City's RFI requested that a right turning pocket be provided in the Office Road road reservation. Upon further review of the trip generation numbers provided in the original TIS, the applicant notes that these numbers are extremely inflated and do not represent the expected numbers for the proposed land use. Further, it is noted that the numbers provided, do not break down the type of vehicles. For example, it is less likely that a standard car would create traffic queuing as a car can turn right in a much faster and smaller motion, than a double loaded truck. In light of this, the applicant's updated TIS provides more realistic vehicle trip generation numbers and vehicle types.

This amended/additional information concludes that the proposed development does not meet the threshold to provide a right turning pocket within Office Road.

Swept Path Analysis

The updated TIS provides updated swept paths that are lane correct.

Landscape Plan

The City's LPP3.3.8 requires a 10m landscaping strip from the street boundary.

The original and proposed plans illustrate a frontage of 141m and 112m with the exclusion of the crossovers and driveways. This represents an area of 1120sqm required to be landscaped in the front setback area.

The original plans proposed a 3m landscaping strip with a 150sqm landscape area centrally located in front of the proposed building and an additional 75sqm of landscaping adjacent to the crossovers. This represents a total of 560sqm of landscaping within the street setback area. The original plans included the planting of 23 new trees on site.

The amended plans illustrate a 5m landscaping strip with an additional 5.5m of landscaping and car parking in a 'hit and miss' design. The proposed plans include 560sqm of landscaping within the front landscaping strip and an additional 300sqm of landscaping between the first row of car bays and within the north-western corner of the site. In addition, the amended proposed provides further landscaped areas within the front car park. The amended plans propose the planting of 36 new trees and allow for a significant tree that currently exists on the site, to be retained.

The proposed amended plans represent a significant increase in the landscaped areas and number of trees on the site and illustrate a meaningful landscape proposal and design.

Car Parking

The plans have been amended to remove all the car parking along the sides and rear of the building. These car bays are simply not required by the prospective tenant and would represent a gross oversupply of parking. Notwithstanding, if in the future additional bays are required, parts of the side and rear setback areas could be utilised for additional bays.

CONCLUSION

I trust this further additional information is now to the satisfaction of the City, however should you have any questions in relation to the details provided in this submission, please contact the undersigned on 6444 9171 or daniella@urbanistaplanning.com.au.

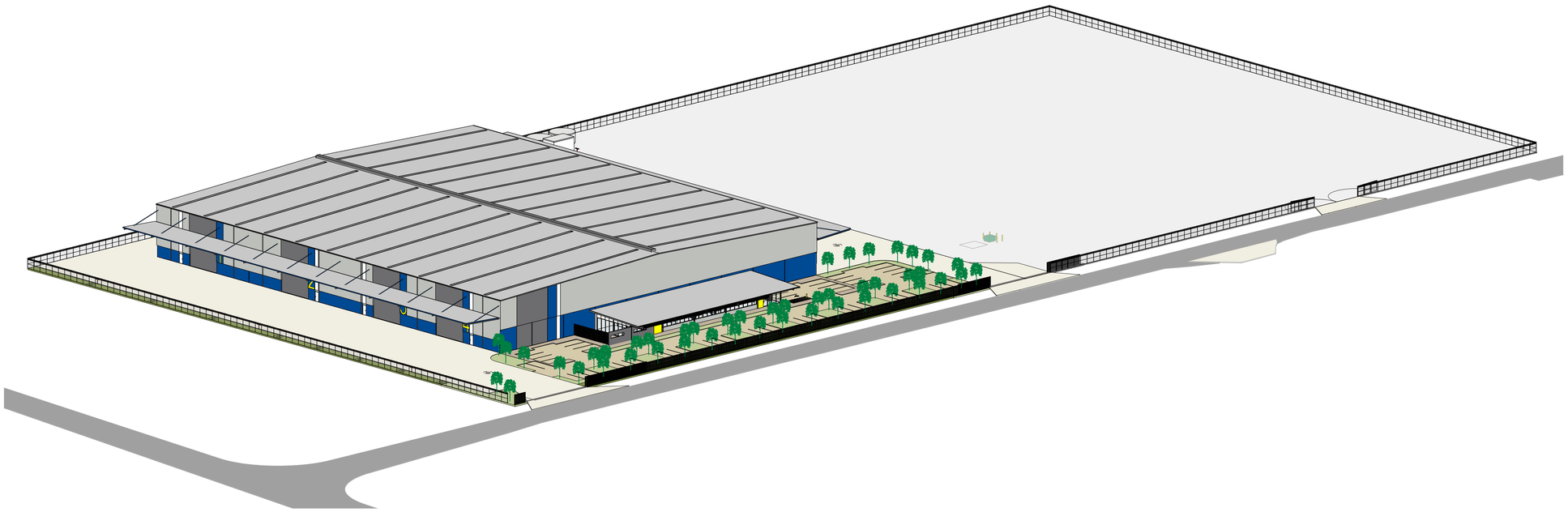
Yours sincerely,



Daniella Mrdja | **Director**

GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION

SPECIAL INDUSTRIAL DEVELOPMENT
Lot 1728 (No 60) Office Road
EAST ROCKINGHAM WA
for
Lupomar Pty Ltd



VIEW LOOKING SOUTH WEST

DRAWING LIST

Drawing No	Drawing Name	Revision	Revision Date	Revision Description
A0.00	COVER SHEET	U	230810	PARKING
A1.01	LOCATION PLAN	U	230810	PARKING
A1.02	LOCALITY PLAN	U	230810	PARKING
A1.03	SITE PLAN - EXISTING	U	230810	PARKING
A2.00	SITE PLAN - DEMOLITION	U	230810	PARKING
A2.01	SITE PLAN - PROPOSED	U	230810	PARKING
A2.02	SITE PLAN - SURVEY	U	230810	PARKING
A2.03	FLOOR PLAN	U	230810	PARKING
A2.04	ROOF PLAN	U	230810	PARKING
A3.01	ELEVATIONS	U	230810	PARKING
A3.02	SECTIONS	U	230810	PARKING
A4.01	MAIN OFFICE - PLANS	U	230810	PARKING
A4.02	MAIN OFFICE - ELEVATIONS	U	230810	PARKING

TIM MANSER-SMITH
ARCHITECT **PTY LTD**
T: 0430 073 705 E: tmsarchitect@westnet.com.au
P: PO Box 1259 WEST LEEDERVILLE WA 6901

Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **COVER SHEET**

Project Number: **2223027**

Drawing No.: **A0.00** Rev.: **U**

Reduction 25mm on A1 | Scale | Date **February 2023** | Drawn **TMS** | Checked -

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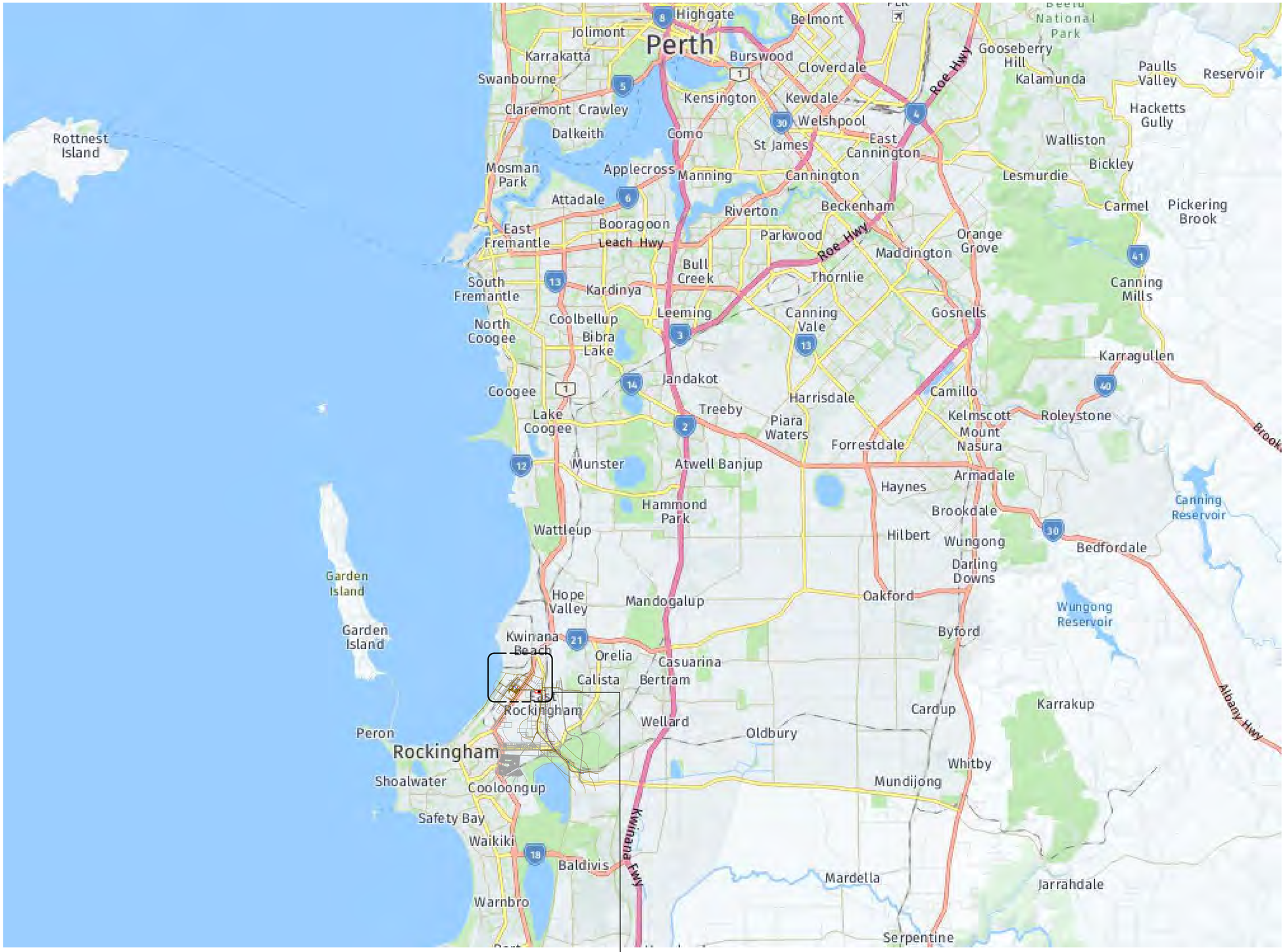

1 / A1.02 LOCALITY PLAN

LOCATION PLAN
SCALE: 1 : 100000
1000 0 1000 2000 3000 4000 5000 m

TIM MANSER-SMITH
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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
LOCATION PLAN

Project Number **2223027**

Drawng No. **A1.01**

Rev. **U**

Reduction 25mm on A1 | Scale **1 : 100000** | Date **February 2023** | Drawn **TMS** | Checked -

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1 / A1.01 LOCALITY PLAN
SCALE: 1 : 5000

50 0 50 100 150 200 250
m

X / A1.03 SITE PLAN - EXISTING
D / A2.00 SITE PLAN - DEMOLITION
1 / A2.01 SITE PLAN - PROPOSED
1 / A2.02 SITE PLAN - SURVEY

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **LOCALITY PLAN**

Project Number: **2223027**

Drawing No.: **A1.02**

Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 5000** | Date **February 2023** | Drawn **TMS** | Checked -

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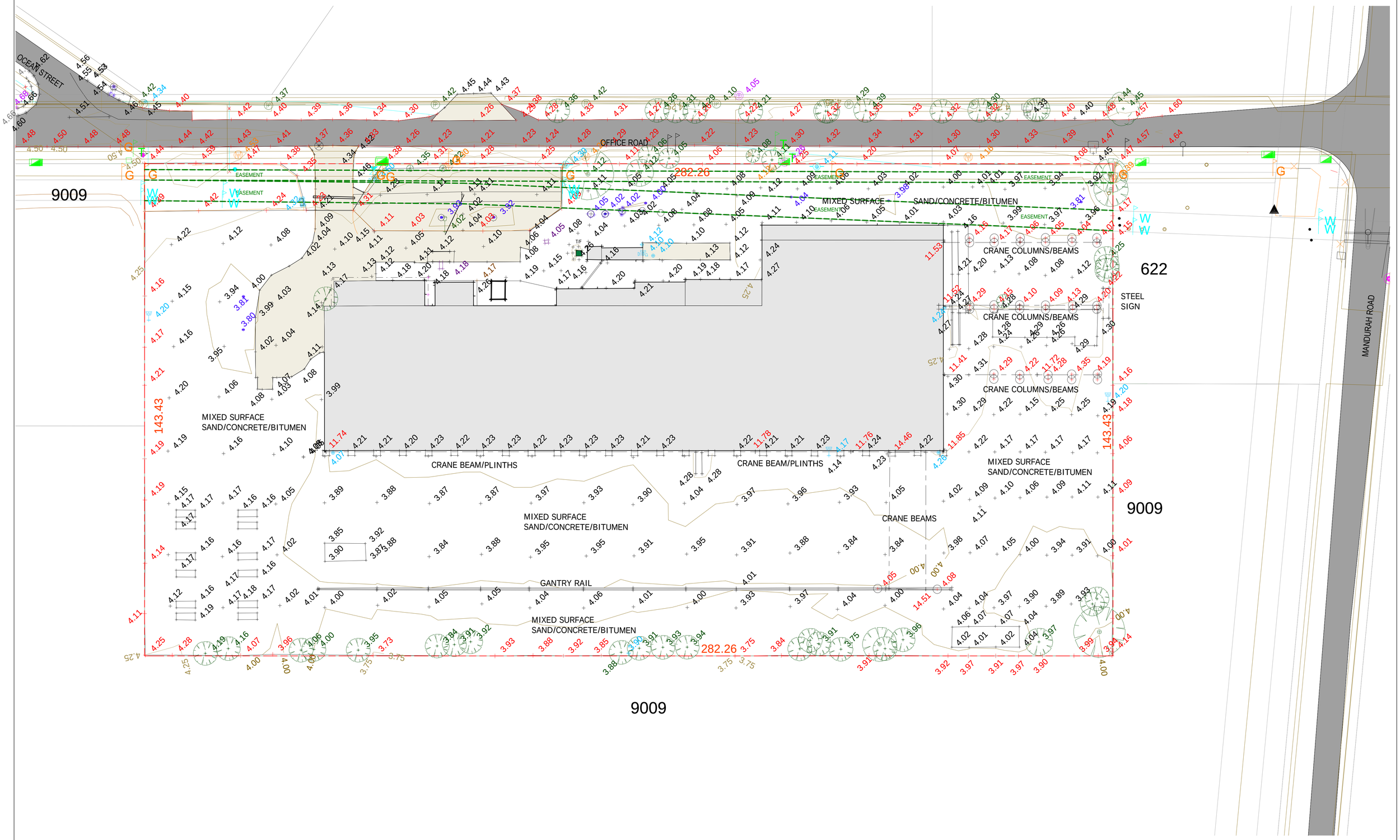

X A1.02 SITE PLAN - EXISTING
SCALE: 1 : 500

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - EXISTING

Project Number: 2223027

Drawing No.: A1.03

Rev.: U

Reduction 25mm on A1 | Scale 1 : 500 | Date February 2023 | Drawn TMS | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_U.rvt

GENERAL NOTES
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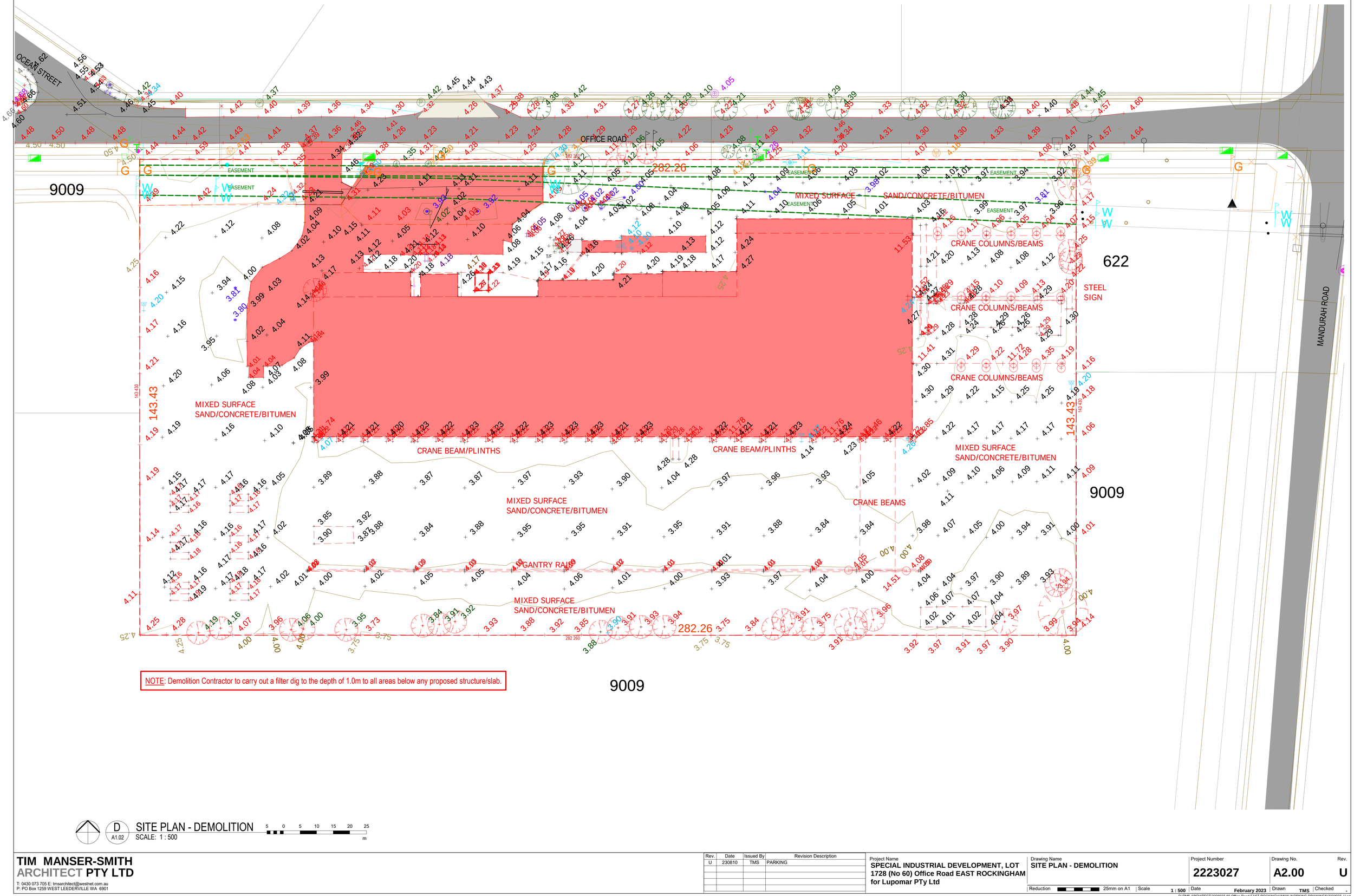
2. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
3. LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS
4. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND THE SPECIFICATION



NOTE: Demolition Contractor to carry out a filter dig to the depth of 1.0m to all areas below any proposed structure/slab.

D / A1.02 SITE PLAN - DEMOLITION
SCALE: 1 : 500
5 0 5 10 15 20 25 m

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U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - DEMOLITION**

Project Number: **2223027**

Drawing No.: **A2.00**

Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 500** | Date **February 2023** | Drawn **TMS** | Checked -

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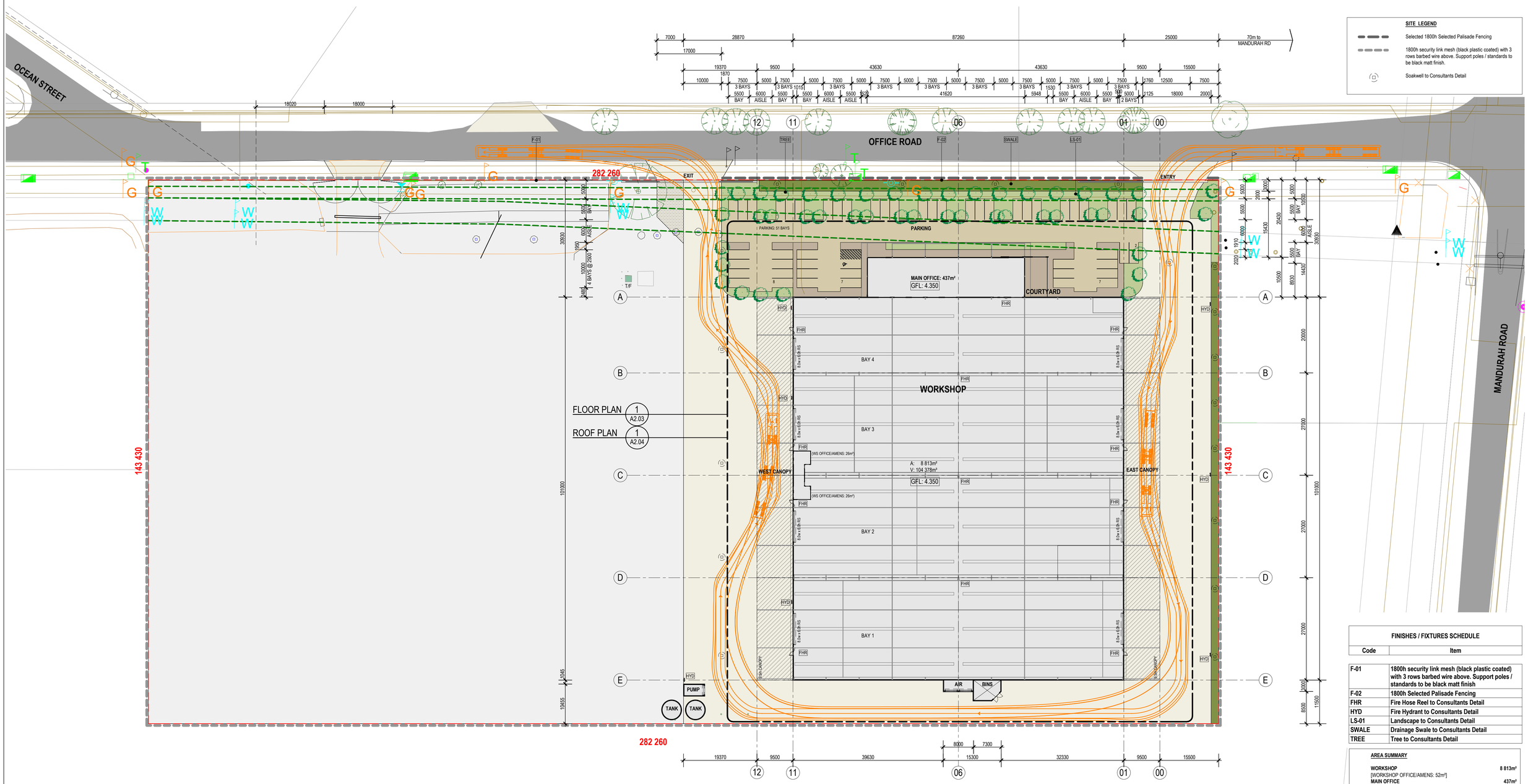
SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail



1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500
5 0 5 10 15 20 25 m

FINISHES / FIXTURES SCHEDULE	
Code	**Item**
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	**8 813m²**
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	**437m²**
AIR	**24m²**
(SITE COVER)	(9 274m²)
HARDSTAND	**7 643m²**
(CANOPY)	(1 919m²)
PARKING: 51 BAYS	**1 616m²**
TOTAL LANDSCAPE	**1 714m²**
(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	**20 247m²**
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²

TOTAL PARKING PROVIDED: 52 BAYS

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **SITE PLAN - PROPOSED**

Project Number: **2223027**

Drawing No.: **A2.01** Rev.: **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_U.rvt

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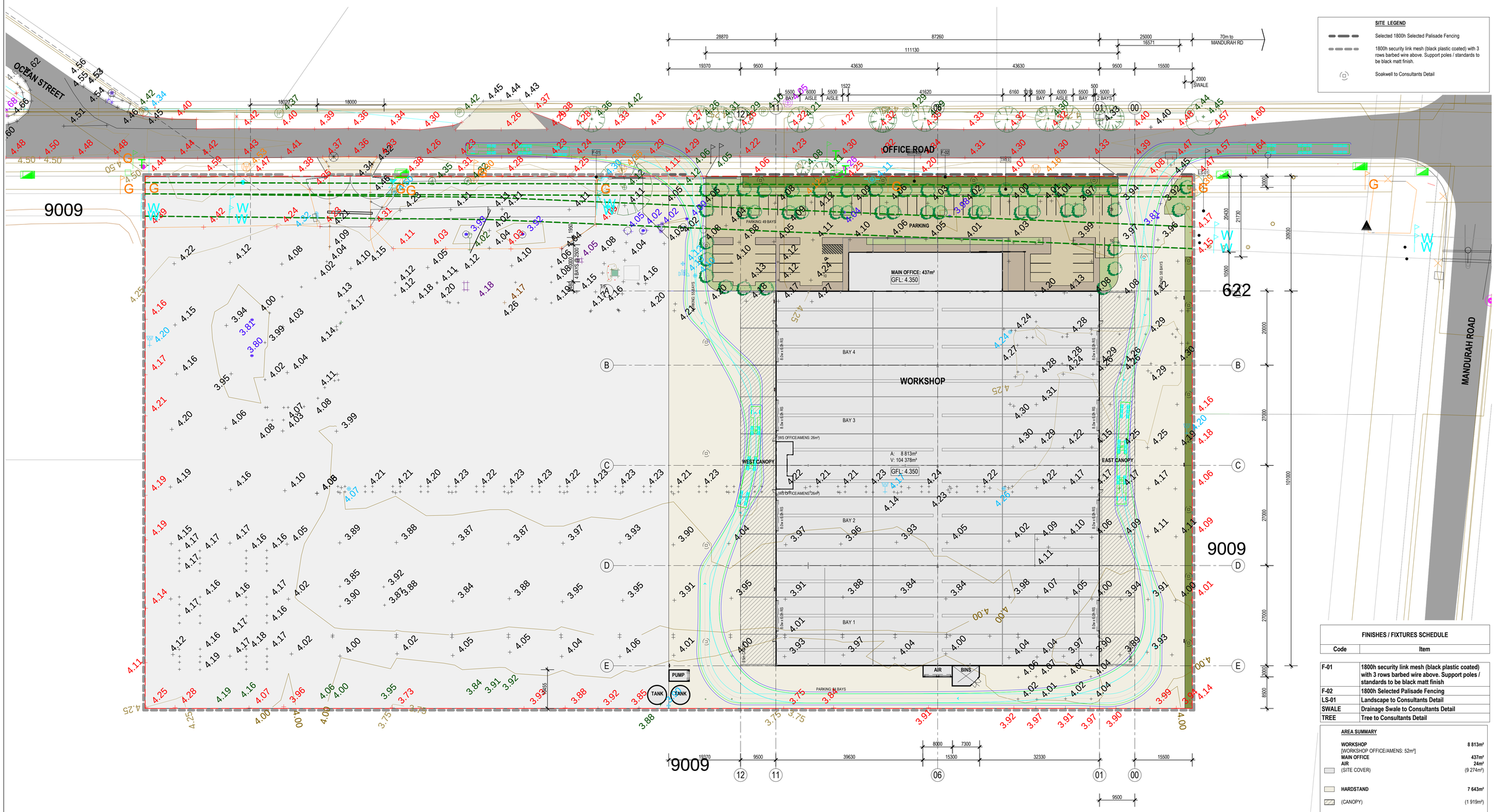

SITE LEGEND

- Selected 1800h Selected Palisade Fencing
- 1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish.
- Soakwell to Consultants Detail

FINISHES / FIXTURES SCHEDULE	
Code	Item
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	8 813m²
[WORKSHOP OFFICE/AMENS: 52m²]	
MAIN OFFICE	437m²
AIR	24m²
(SITE COVER)	(9 274m²)
HARDSTAND	7 643m²
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PARKING: 51 BAYS	1 616m²
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(LANDSCAPE)	(783m²)
(LANDSCAPE SWALE)	(547m²)
(PAVING)	(384m²)
SITE AREA	20 247m²
FUTURE DEVELOPMENT	20 247m²
(SHARED ACCESS)	(93m²)
TOTAL SITE AREA	40 494m²
TOTAL PARKING PROVIDED: 52 BAYS	

1 A1.02 SITE PLAN - SURVEY
SCALE: 1 : 500

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - SURVEY

Project Number: 2223027

Drawing No.: A2.02

Rev.: U

Reduction 25mm on A1 | Scale As indicated | Date February 2023 | Drawn TMS | Checked -

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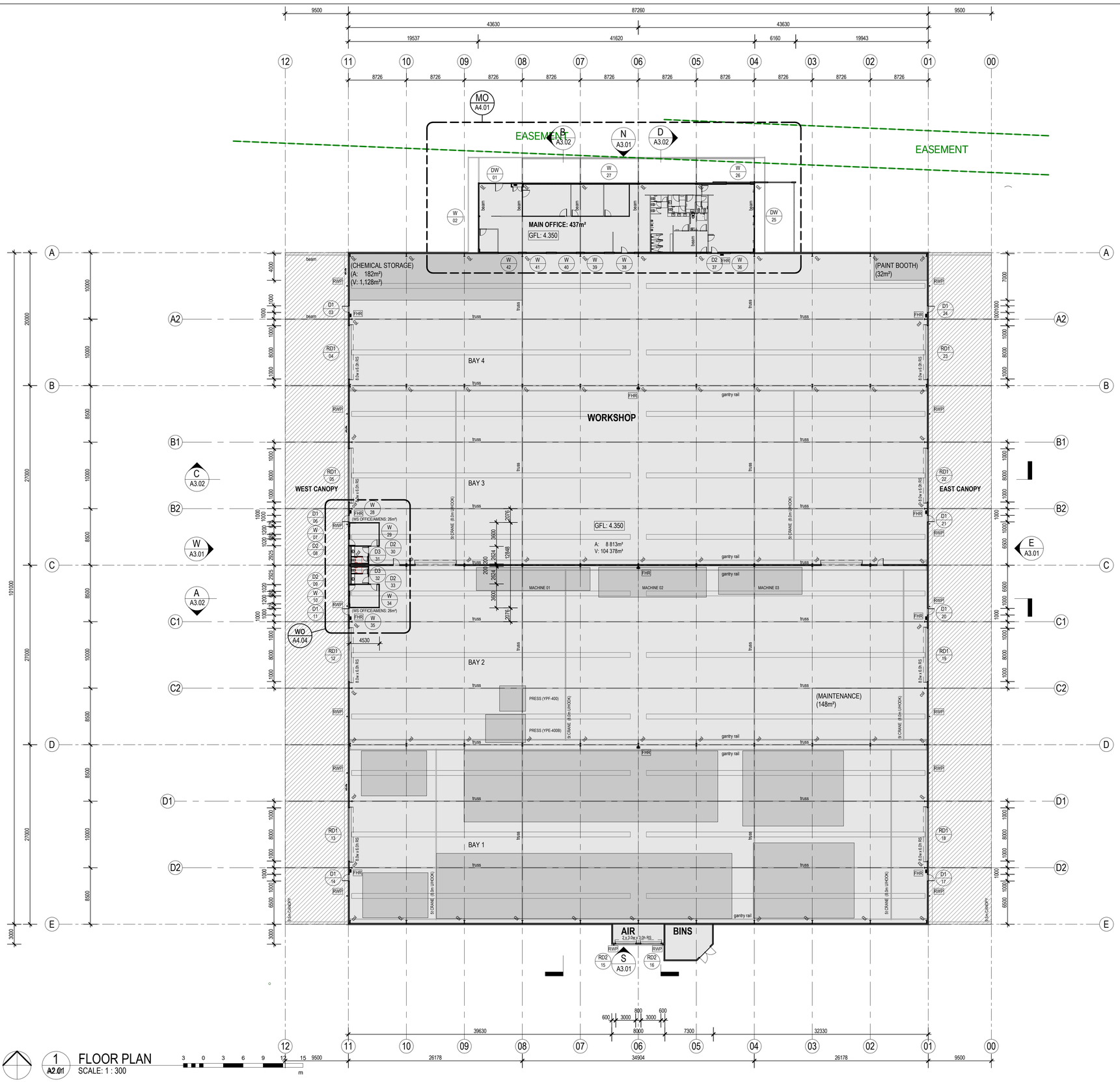
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
FHR	**Fire Hose Reel to Consultants Detail**
RWP	**Rain Water Pipe**



1 FLOOR PLAN
A2.01 SCALE: 1 : 300

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U	230810	TMS	PARKING

Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **FLOOR PLAN**

Project Number: **2223027**

Drawing No.: **A2.03** Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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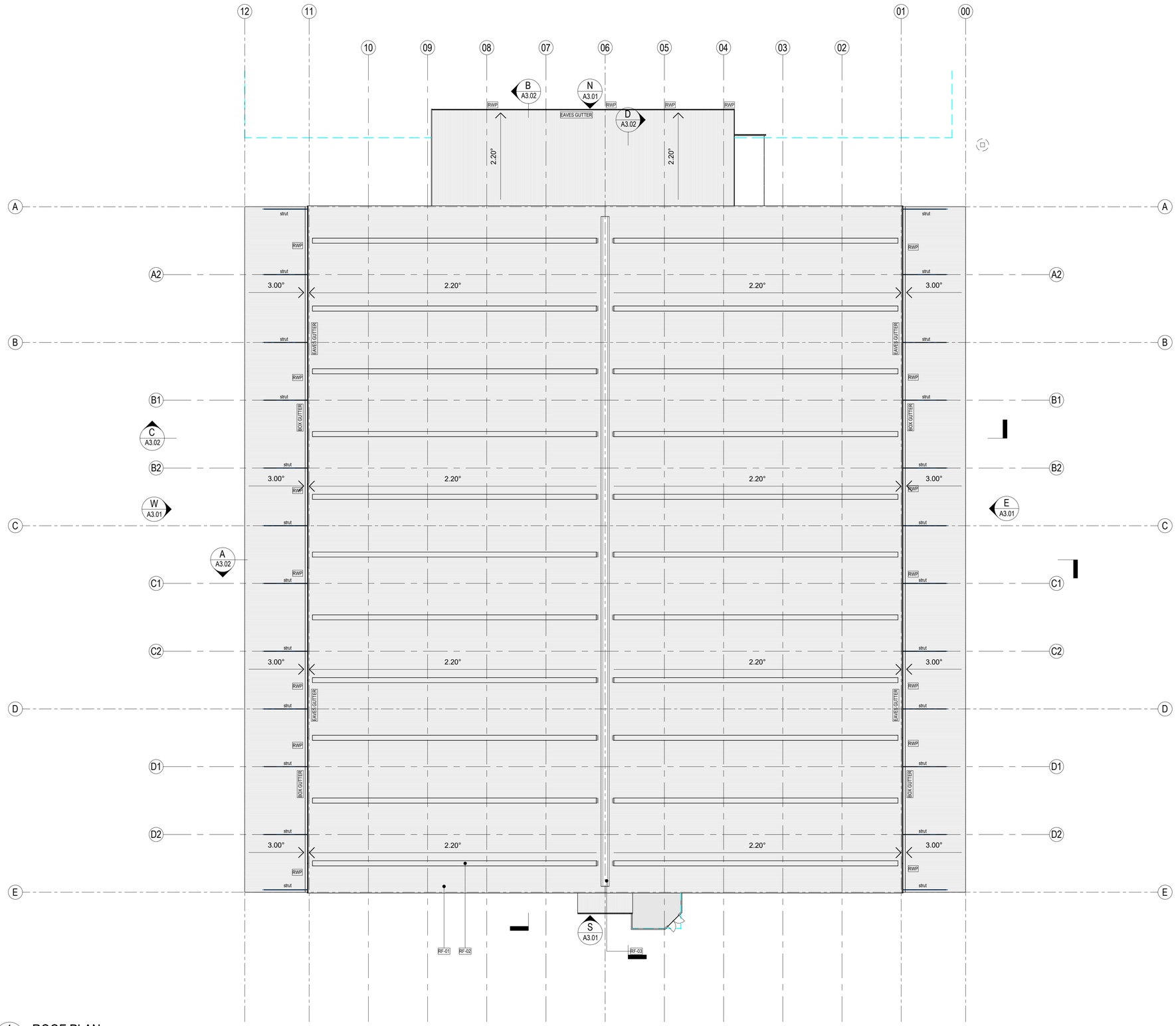
FINISHES / FIXTURES SCHEDULE	
Code	**Item**
BOX GUTTER	**600 x 200 Box Gutter**
EAVES GUTTER	**Eaves Gutter**
RF-01	**Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)**
RF-02	**Roof Lights - Trimdeck**
RF-03	**Selected 600mm Throat Ridge Vent**
RWP	**Rain Water Pipe**



1 ROOF PLAN
A2.01
SCALE: 1 : 300
3 0 3 6 9 12 15 m

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U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ROOF PLAN

Project Number
2223027

Drawing No. **A2.04** Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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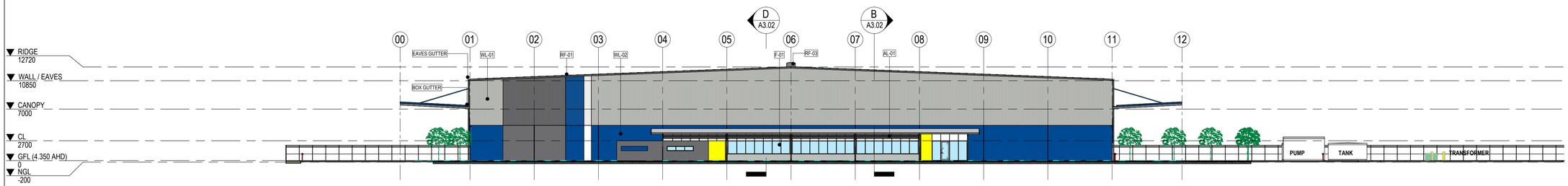
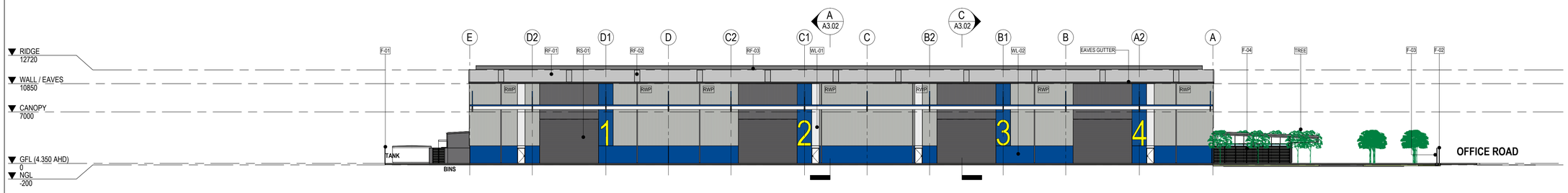
FINISHES / FIXTURES SCHEDULE

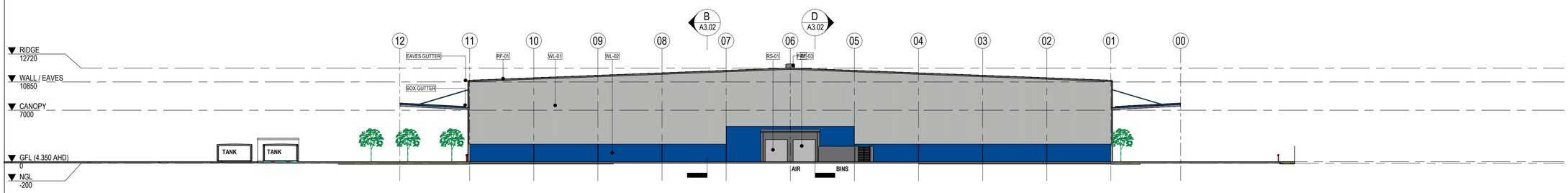
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
BOX GUTTER	600 x 200 Box Gutter
EAVES GUTTER	Eaves Gutter
F-01	1800h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1800h Selected Palisade Fencing
F-03	1800h Selected Palisade Sliding Gate
F-04	2400h Selected Aluminium Slatted Screen
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
RF-02	Roof Lights - Trimdeck
RF-03	Selected 600mm Throat Ridge Vent
RS-01	Roller Shutters - Powdercoat
RWP	Rain Water Pipe
TREE	Tree to Consultants Detail
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted



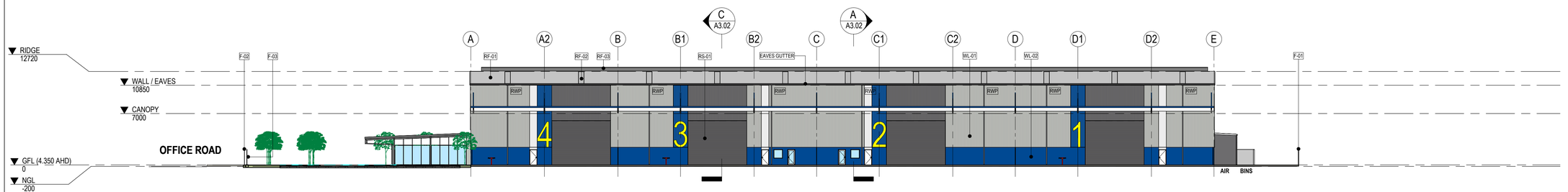
N A2.03 NORTH ELEVATION
SCALE: 1 : 300



E A2.03 EAST ELEVATION
SCALE: 1 : 300



S A2.03 SOUTH ELEVATION
SCALE: 1 : 300



W A2.03 WEST ELEVATION
SCALE: 1 : 300
3 0 3 6 9 12 15 m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
ELEVATIONS

Project Number
2223027

Drawing No. **A3.01**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

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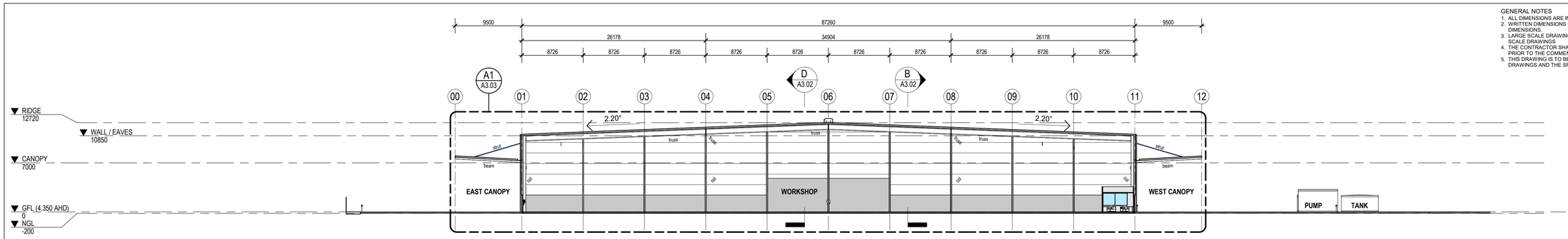
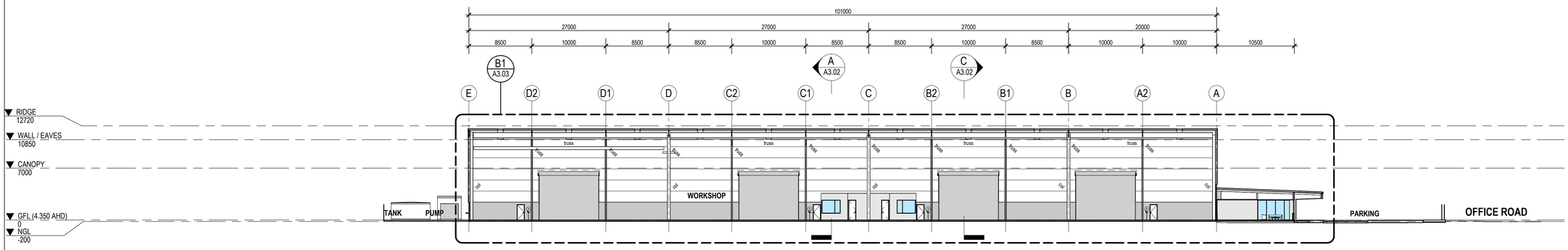
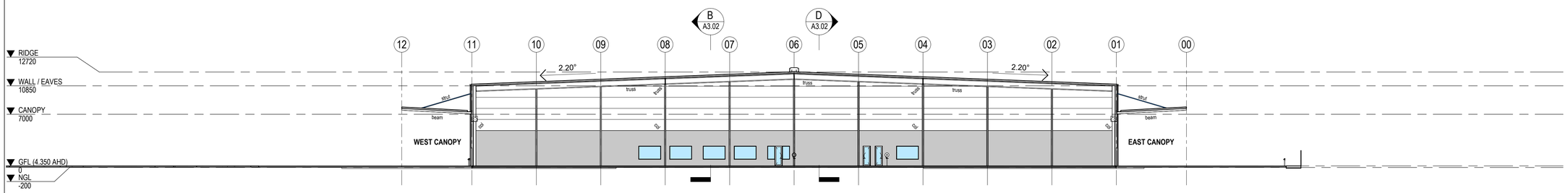


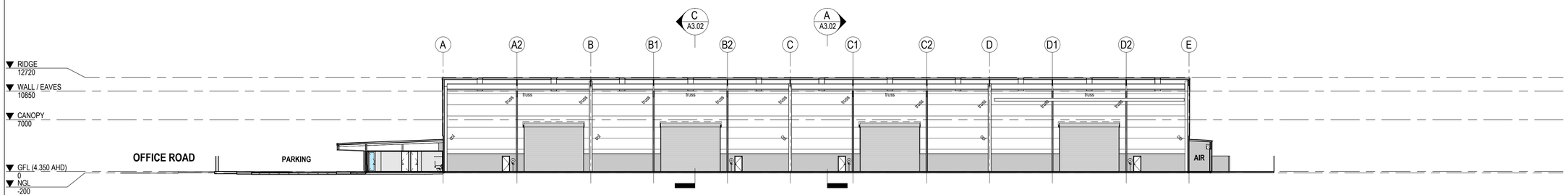
A A2.03 SECTION A
SCALE: 1 : 300



B A2.03 SECTION B
SCALE: 1 : 300



C A2.03 SECTION C
SCALE: 1 : 300



D A2.03 SECTION D
SCALE: 1 : 300

3 0 3 6 9 12 15
m

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U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
SECTIONS

Project Number
2223027

Drawing No. **A3.02**

Rev. **U**

Reduction 25mm on A1 | Scale **1 : 300** | Date **February 2023** | Drawn **TMS** | Checked -

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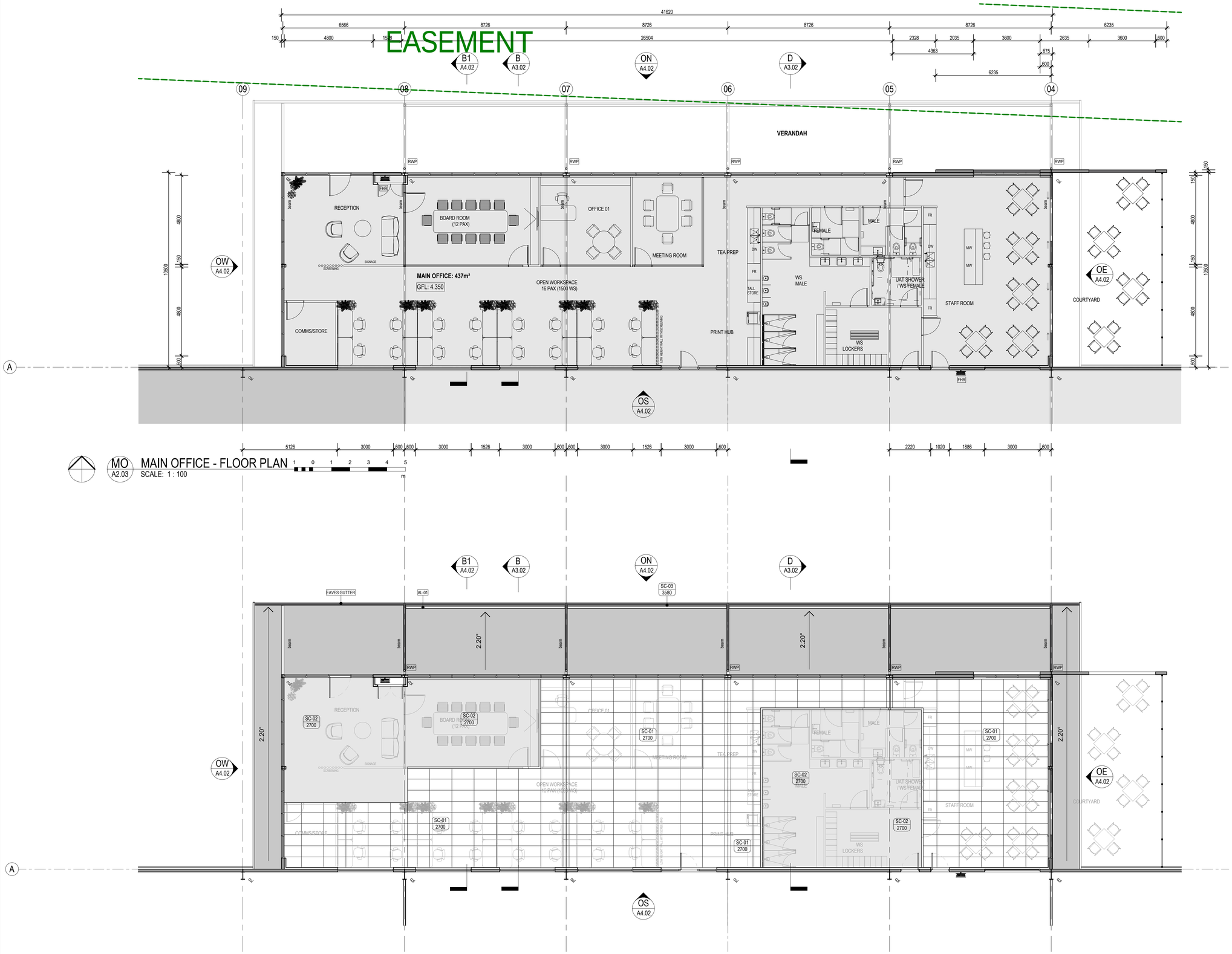

MO A2.03 MAIN OFFICE - FLOOR PLAN
SCALE: 1 : 100

MAIN OFFICE - RCP
SCALE: 1 : 100

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FINISHES / FIXTURES SCHEDULE	
Code	**Item**
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
FHR	Fire Hose Reel to Consultants Detail
RWP	Rain Water Pipe

CEILING TYPE LEGEND

SC-xx / 2700 — DENOTES CEILING FINISH; DENOTES CEILING HEIGHT ABOVE FLOOR LEVEL

SC-01 — 1200 x 600 SUSPENDED RONDO WHITE EXPOSED GRID CEILING SYSTEM WITH SHADOW LINE ANGLE TRIM. SELECTED CEILING TILES.

SC-02 — 10MM SET PLASTERBOARD INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

SC-03 — FLUSH F/CEMENT SHEET INSTALLED ON SUSPENSION SYSTEM FRAMING WITH SHADOW LINE ANGLE TRIM.

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Project Name: **SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd**

Drawing Name: **MAIN OFFICE - PLANS**

Project Number: **2223027**

Drawing No.: **A4.01** Rev.: **U**

Reduction 25mm on A1 | Scale **1 : 100** | Date **February 2023** | Drawn **TMS** | Checked -

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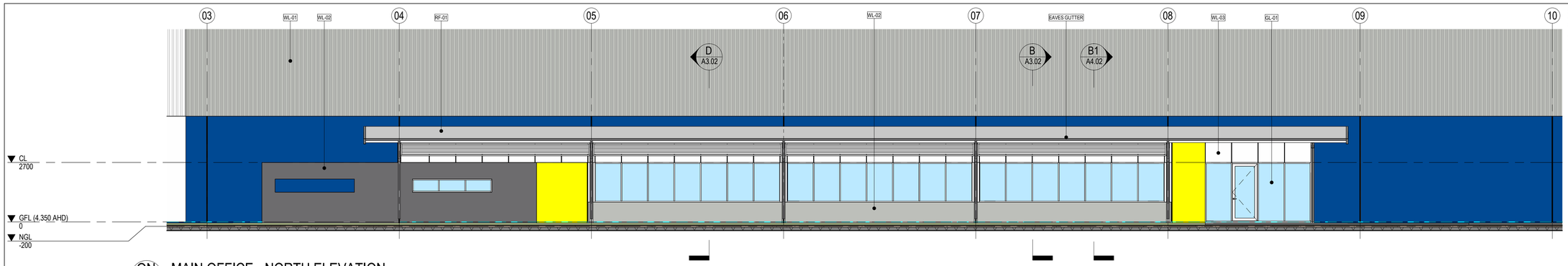

ON A4.01 MAIN OFFICE - NORTH ELEVATION
SCALE: 1 : 100

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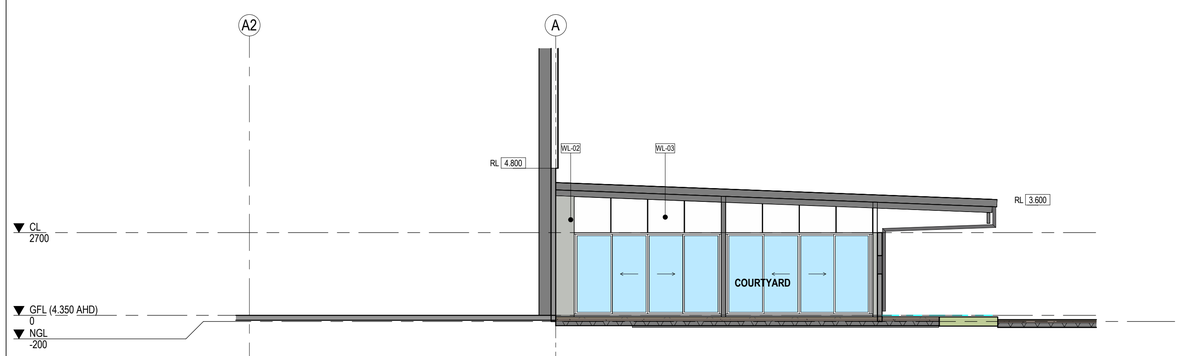
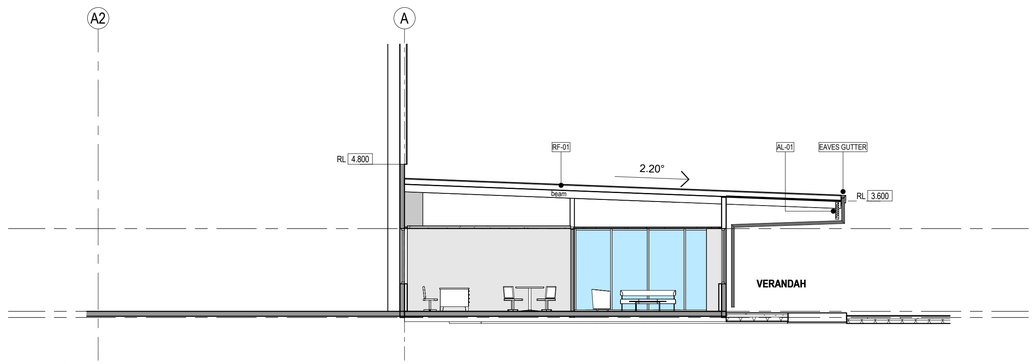
FINISHES / FIXTURES SCHEDULE

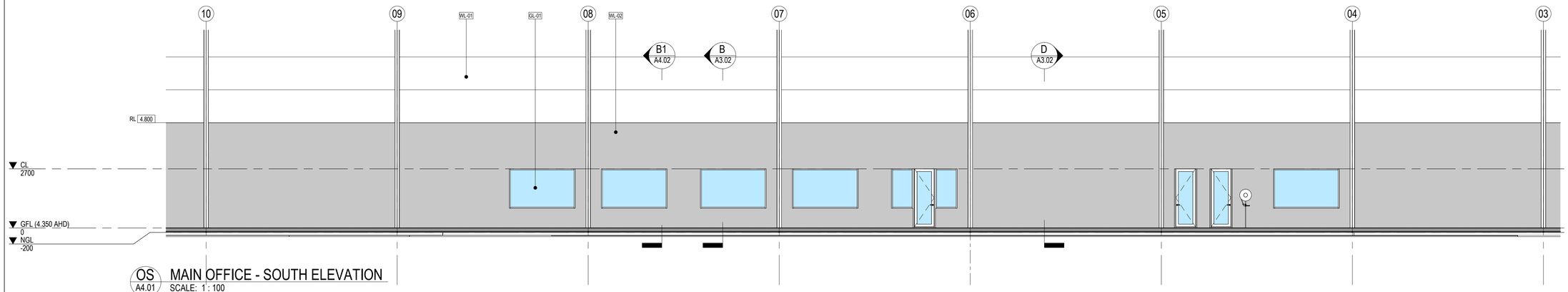
Code	Item
AL-01	Aluminium Louvres - Clear Anodised
EAVES GUTTER	Eaves Gutter
GL-01	Selected Glazing in 100x50 Al. Commercial Frame - Clear Anodised
RF-01	Roof Cladding - Trimdeck 'Zincalume' on Structure to Consultants Detail (Note: Structure shall support PV Panels)
WL-01	Trimdeck Colorbond
WL-02	Concrete - Painted
WL-03	Compressed Fibre Cement Sheeting with Expressed Joints - Painted



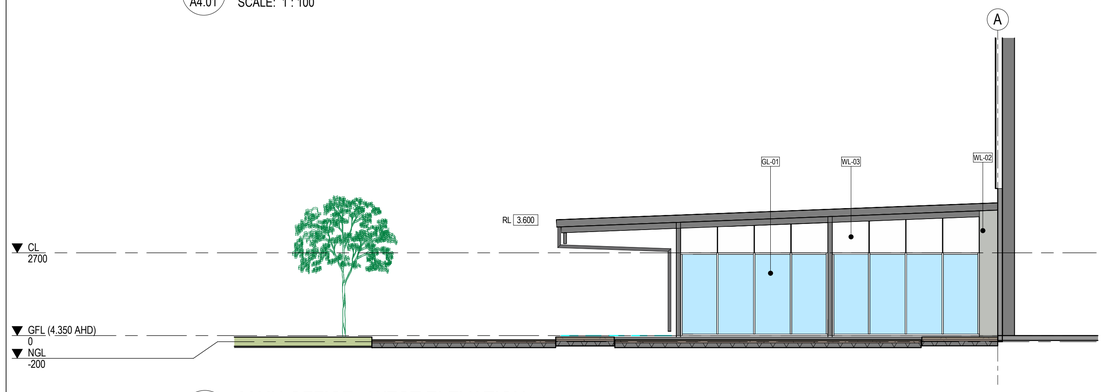
OE A4.01 MAIN OFFICE - EAST ELEVATION
SCALE: 1 : 100



B1 A4.01 MAIN OFFICE - SECTION B1
SCALE: 1 : 100



OS A4.01 MAIN OFFICE - SOUTH ELEVATION
SCALE: 1 : 100



OW A4.01 MAIN OFFICE - WEST ELEVATION
SCALE: 1 : 100

1 0 1 2 3 4 5
m

COLOUR LEGEND -

- RGB: 253 / 252 / 243 (WHITEHAVEN)
- RGB: 189 / 191 / 186 (SHALE GREY)
- RGB: 109 / 108 / 110 (BASALT)
- RGB: 0 / 73 / 147 (BLUE)
- RGB: 250 / 250 / 0 (YELLOW)

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Rev.	Date	Issued By	Revision Description
U	230810	TMS	PARKING

Project Name
SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name
MAIN OFFICE - ELEVATIONS

Project Number **2223027**

Drawing No. **A4.02**

Rev. **U**

Reduction 25mm on A1 | Scale **As indicated** | Date **February 2023** | Drawn **TMS** | Checked -

D:\TMS ARCHITECT\2223027-60 Office Road EAST ROCKINGHAM\06 WORKING DRAWINGS\2223027_U.rvt

Engineering a better future for over 20 years!

Proposed industrial development (workshop), 60 Office Road, East Rockingham

Revised Transport Impact Statement

PREPARED FOR:
Credentia Construction

August 2023

Document history and status

Author	Revision	Approved by	Date Approved	Revision type
Kunyou Dai	r01	Behnam Bordbar	22/03/2023	Draft
M Rasouli	r01a	Behnam Bordbar	18/08/2023	Final

File name: t23.044.mr.r01a.docx

Author: M Rasouli

Project manager: Behnam Bordbar

Client: Credentia Construction

Project: 60 Office Road, East Rockingham

Document revision: r01a

Project number: t23.044

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1 Introduction

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

Transcore originally prepared a TIS in March 2023 which was submitted to the City of Rockingham, Town of Kwinana and Department of Planning, Land and Heritage (DPLH). The City of Rockingham has determined that additional information with respect to the following matters is required to complete the assessment:

- Number of vehicle access points on Office Road;
- Right turn lane requirement on Office Road at crossovers;
- Trip generation estimation; and,
- Swept path analysis.

Further, the updated site plan indicates more appropriate reduced level of onsite car parking as requested by the City of Rockingham. In order to acknowledge City of Kwinana submission the eastern crossover on Office Road converted to entry only crossover and the western crossover converted to exit only crossover.

The subject site is located on the southern side of Office Road and is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. The subject site is broadly bound by Mandurah Road to the east, Office Road to the north, and vacant land to the south and west, as shown in **Figure 1**. The proposed development which is the subject of this TIS covers the eastern half of the subject site. The western half is the subject of a future development.

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Industrial" in the MRS. The MRS map identifies the section of Office Road immediately fronting the subject site as Other Regional Roads (ORR - Blue Road), with its care and control vested to the Local Authority by WAPC.



Figure 1: Location of the subject site



Figure 2. Location of the subject site in the MRS

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 5 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the peak hour vehicular trips are estimated to be less than 100vph, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the traffic associated with the proposed development, access and egress movement patterns and parking supply.

[1] *Between 10 and 100 vehicular trips per hour*

2 Proposed Development

The subject of this report is the proposed industrial (workshop) development. The facility will comprise the following elements:

- Workshop (8,813 m^2) [Workshop Offices/Amens (52 m^2)];
- Main Office (437 m^2); and,
- Air (24 m^2).

According to the site plan provided in **Appendix A**, a total of 52 on-site parking bays, including one ACROD bay fronting the main office is proposed to address the parking demand of the proposed industrial development.

As part of the proposed development, vehicular access to the proposed development will be facilitated through two crossovers (one entry-only crossover and one-exit only crossover) on Office Road to the north of the site. These crossovers will be shared by employees and visitors (using light vehicles) and delivery and service trucks (heavy vehicles).

The proposed site plan indicates a potential future development to the west of the subject site. The future development will be subject of a separate development application and is likely to retain the existing crossover on Office Road.

3 Vehicle Access and Parking

3.1 Access

Currently, one full-movement crossover on Office Road serves the subject site. As part of the proposed development application, two new crossovers are proposed to serve the proposed development. No changes are proposed to the existing crossover and it will be used to serve the future development.

The eastern new crossover on Office Road is proposed as an entry-only crossover and the western new crossover is proposed as an exit-only crossover as illustrated in Figure 3. The proposed exit only crossover is located central to the subject site and would be shared between the proposed development and the potential future development to the west of the development within the western portion of the site.



Figure 3: Subject site crossovers

3.2 Parking Supply and Demand

As part of the development proposal, a total of 52 on-site parking bays fronting the main office, including one ACROD bay are proposed to serve the proposed development.

It is understood that the proposed parking supply meets the anticipated parking demand of the development.

4 Provision for Service Vehicles

A bin storage area is located at the rear of the proposed industrial building, as shown in the development plan in **Appendix A**.

Waste collection and deliveries will take place within the site. A private contractor will collect waste using a 12.5m service vehicle.

In accordance with Main Roads WA Restricted Access Vehicle (RAV) information, Office Road is classified as RAV 4 permitting vehicles up to 27.5m A-Doubles.

A turn path assessment was undertaken for inbound and outbound movements of 27.5m B-Double, which are expected to be the largest size vehicles to access/ egress the site. The outcome of the assessment is attached in **Appendix B**.

As demonstrated in **Appendix B**, the turn paths confirm satisfactory movements and adequacy of the proposed crossovers and internal driveways. The revised site plan shows widening at the exit crossover to facilitate the exit of the B-Double vehicles, lane correctly, from the development to Office Road westbound.

5 Daily Traffic Volumes and Vehicle Types

5.1 Existing Site Traffic Generation

The subject site is presently occupied by an existing industrial building which is proposed to be demolished. The area of the existing industrial building is approximately 9,448 m^2.

To be conservative the existing traffic generation of the site has not been accounted for in this assessment.

5.2 Proposed Development Trip Generation

As per the information provided to Transcore, by the operator, the subject site is proposed to generate the traffic shown in Table 1.

Table 1. Estimated trip generation of the proposed development

Vehicle Type	Traffic generation					
	AM (8:00-9:00)		PM (15:00-16:00)		Daily Weekday	
Light vehicles	25		45		90	
Rigid trucks	2		2		18	
Semi-trailers	2		2		20	
B-doubles	2		2		8	
Total	**31**		**51**		**136**	
In/Out split	entering	exiting	entering	exiting	entering	exiting
	26	5	25	26	68	68

Accordingly, it is estimated that the proposed development would generate a total of approximate **136** vehicular trips per regular weekday with about **31** trips during the typical weekday AM peak hour and **51** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

5.3 Traffic Flow

Based on the general spatial distribution of the existing road network, the proposed industrial development's traffic distribution adopted for this analysis is as follows:

- 70% of trips to/from the east along Office Road towards Mandurah Road; and,
- 30% of trips to/from the west along Office Road.

Figure 4 illustrates trip generation and traffic distribution over the local road network for the proposed industrial development**.**

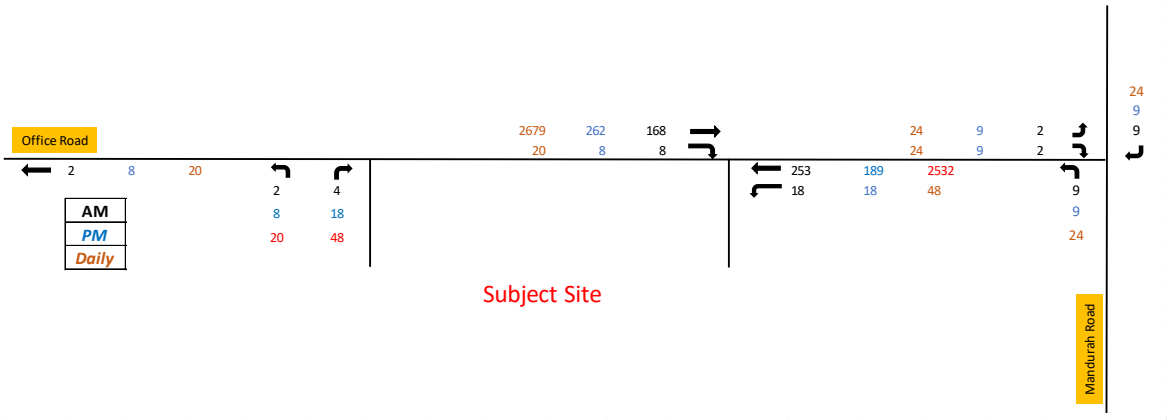


Figure 4: Estimated total daily traffic movements for the subject site

AM Peak Hour / PM Peak Hour / Daily

5.4 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provide guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

As detailed in **Section 5.3** and **Figure 4**, the proposed The proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, Therefore, the impact of the development traffic will not result in any traffic increases to warrant further detailed analysis.

6 Traffic Management on the Frontage Streets

Figure 5 illustrates the road hierarchy of the surrounding roads based on the Main Roads WA *Road Information Mapping System*. As evident, Office Road is classified as a Local Distributor and operates under a speed limit of 70 km/h, while Mandurah Road, is classified as Regional Distributor and operates under a speed limit of 70 km/h, and Patterson Road is classified as a Primary Distributor and operates under a speed limit of 60 km/h in the immediate vicinity as shown in Figure 6.



Figure 5. Main Roads WA Road Information Mapping System Road Hierarchy



Figure 6. Main Roads WA Road Information Mapping System Speed Data

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 7**.

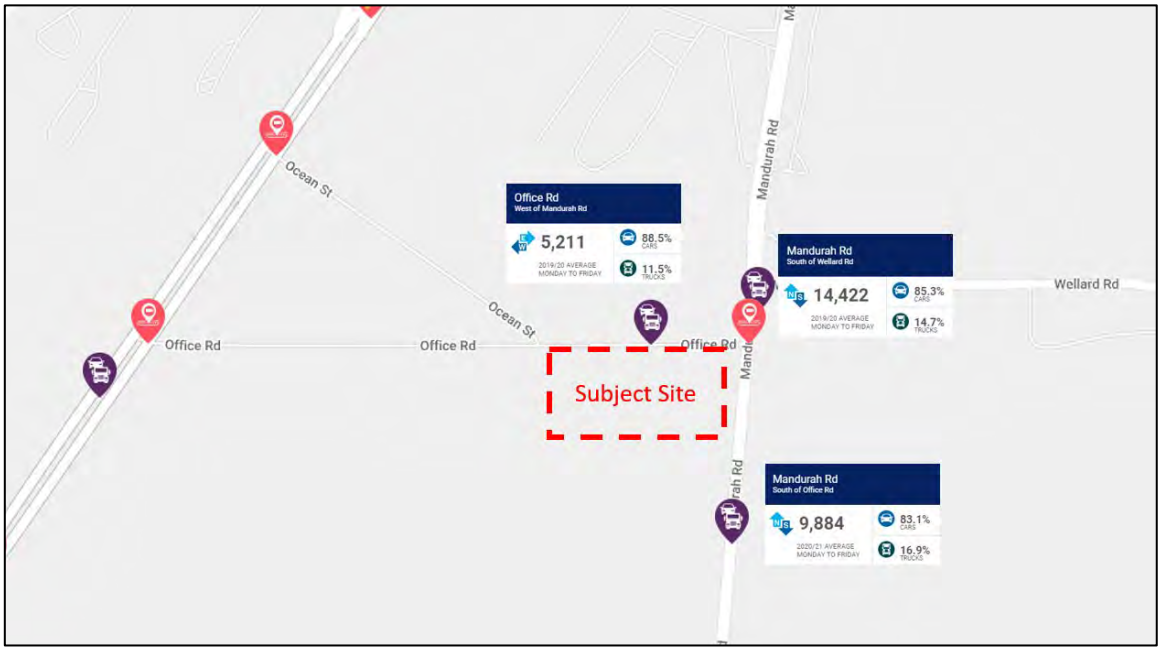


Figure 7. Existing traffic counts on surrounding roads

Office Road, immediately north of the subject site, is constructed as a single carriageway, two-way undivided industrial road with a 7.3 m wide trafficable pavement, as shown in **Figure 8**. Office Road forms a priority-controlled 'T' intersection with Mandurah Road to the east, and priority-controlled "T" intersection with Patterson Street to the west.



Figure 8. East-bound view along Office Road

7 Public Transport Access

As detailed in **Figure 9**, the subject site has limited access to the existing bus services that operate in the vicinity of the site.

The closes available bus services are route 548, which operate along Patterson Road with the nearest bus stop located approximately 850 m walking distance from the site. This bus route provides a direct link to Fremantle Station, Rockingham Station and Rockingham Centre.

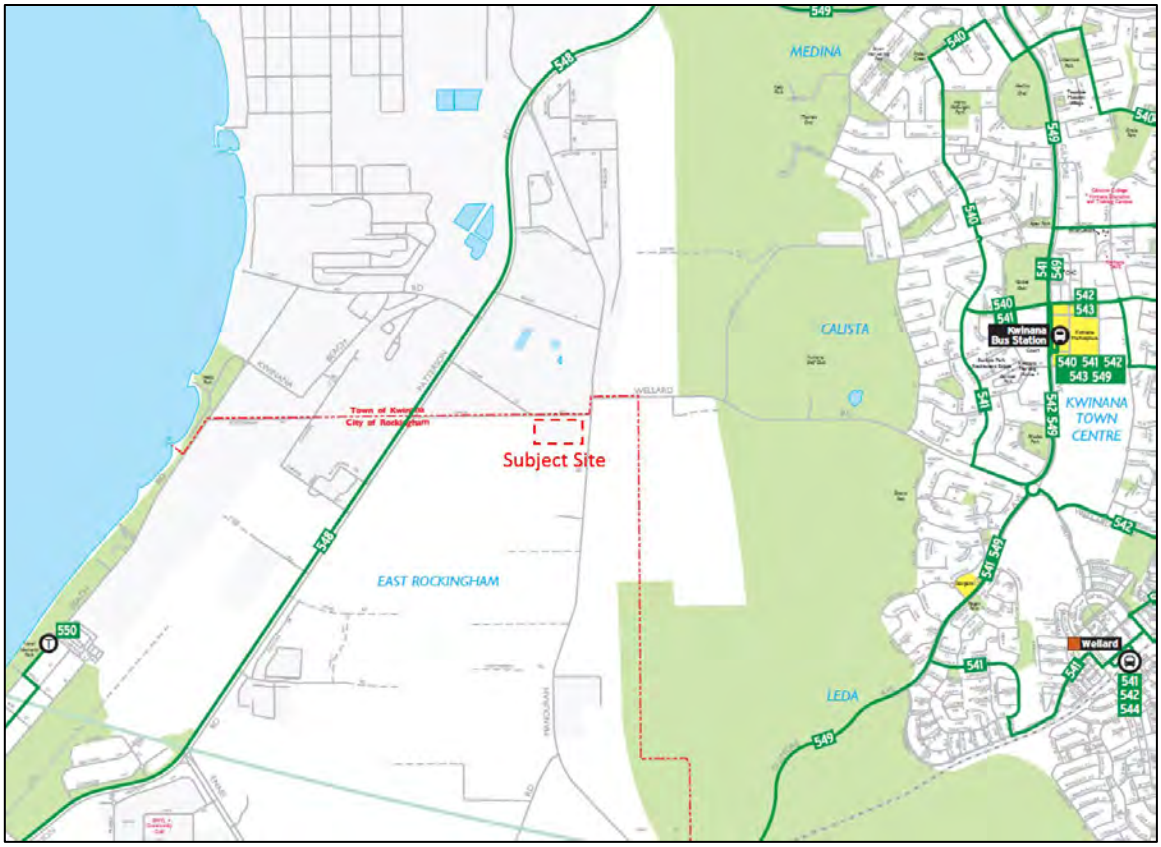


Figure 9. Public transport services (Transperth Maps)

8 Pedestrian Access

There are no pedestrian paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any pedestrian movements due to the nature of the proposed land use and lack of general amenities in the immediate area.

9 Cycle Access

There are no cycle paths on Office Road immediately fronting the subject site; however, the proposed development will not generate any cycle traffic due to the nature of the proposed land use and lack of general amenities in the immediate area.

10 Site Specific Issues

No site-specific issues have been identified within the scope of this assessment for the proposed industrial development.

As requested by City of Rockingham and in order to establish the right turn lane requirements at the entry crossover on Office Road, Main Roads WA Turn Lane Warrants have been applied to this crossover. The turning movements at the intersection is provided in **Figure 4**.

Applying Main Roads WA Turn Lane Warrants to this crossover indicates that a BAR treatment would be required for the right turn movement from Office Road to the entry only crossover (refer **Appendix C** for the turn lane assessments).

The basic right turn treatment (BAR) turn treatment is used where traffic volumes do not warrant a higher order treatment such as AUR or CHR. This treatment will provide sufficient pavement width for the design through vehicle to pass a vehicle waiting to turn right.

Even though a BAR treatment is required at the entry crossover, this crossover is located in close proximity to the Mandurah Road left turn lane and therefore, widening of the Office Road at the entry only crossover to accommodate a BAR treatment is not feasible.

It should be noted that BAR treatment has not been provided at any existing crossovers and intersections along Office Road.

11 Safety Issues

No safety issues have been identified within the scope of this assessment for the proposed industrial development.

12 Conclusions

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Credentia Construction with regard to a proposed industrial (workshop) development to be located at 60 Office Road, East Rockingham in the City of Rockingham.

The subject site is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a workshop with ancillary office and associated car parks. A total of 52 on-site parking bays including one ACROD bay are proposed to address the parking demand of the proposed industrial development.

Currently, one full-movement crossover on Office Road serves the subject site. It is proposed to retain the existing crossover for future development within the western portion of the site and construct two new crossovers to serve the proposed development.

The eastern new crossover on Office Road is proposed as an entry-only crossover and the western new crossover is proposed as an exit-only crossover.

It is estimated that the proposed development would generate a total of approximate 136 vehicular trips per regular weekday with about 31 trips during the typical weekday AM peak hour and 51 trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

Applying Main Roads WA Turn Lane Warrants to the entry only crossover indicates that a BAR treatment would be required for the right turn movement from Office Road to the entry only crossover. However, this crossover is located in close proximity to the Mandurah Road left turn lane and therefore, a BAR treatment for this crossover is not feasible.

The largest heavy vehicle which are expected to use the subject site is 27.5 m B-Double. Turn path analysis undertaken for 27.5m trucks confirms satisfactory access, egress and circulation within the subject site.

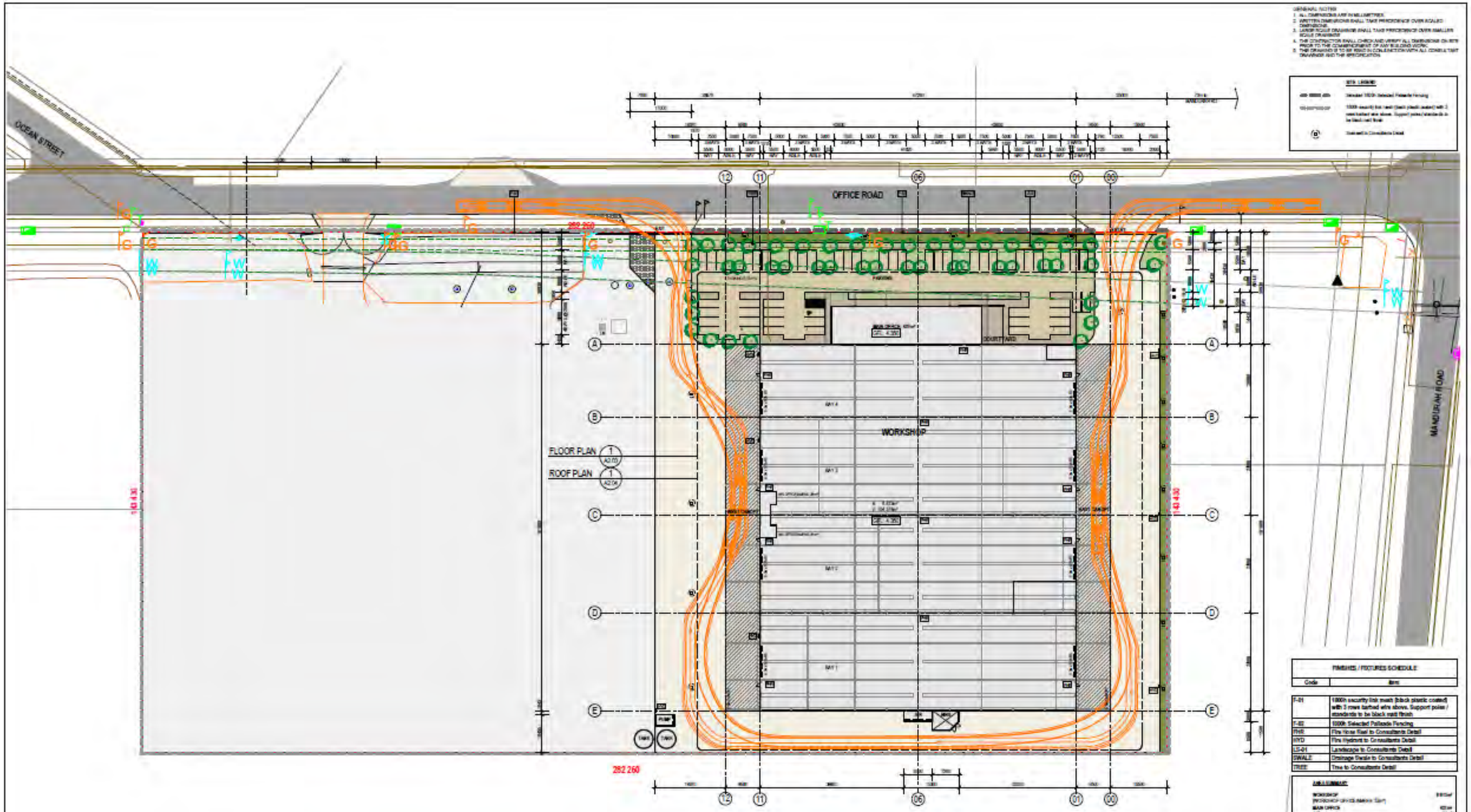
The revised site plan shows widening at the exit crossover to facilitate the exit of the B-Double vehicles, lane correctly, from the development to Office Road westbound.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed industrial development.

Appendix A

Proposed Development Plan

20 years anniversary
transcore
transport planning
traffic engineering
modelling



1 A1.02 SITE PLAN - PROPOSED
SCALE: 1 : 500

FINISHES / FIXTURES SCHEDULE	
Code	Item
F-01	1000h security link mesh (black plastic coated) with 3 rows barbed wire above. Support poles / standards to be black matt finish
F-02	1000h Selected Palisade Fencing
FHR	Fire Hose Reel to Consultants Detail
HYD	Fire Hydrant to Consultants Detail
LS-01	Landscape to Consultants Detail
SWALE	Drainage Swale to Consultants Detail
TREE	Tree to Consultants Detail

AREA SUMMARY

WORKSHOP	[illegible]
(WORKSHOP OFFICE/AMENITY [illegible])	
MAIN OFFICE	[illegible]
AIR	[illegible]
(SITE COVER)	[illegible]
HARDSTAND	[illegible]
(CANOPY)	[illegible]
PARKING: 52 BAYS	[illegible]
TOTAL LANDSCAPE	[illegible]
(LANDSCAPE)	[illegible]
(LANDSCAPE SWALE)	[illegible]
(PAVING)	[illegible]
SITE AREA	[illegible]
FUTURE DEVELOPMENT	[illegible]
(DRAINAGE ACCESS)	[illegible]
TOTAL SITE AREA	[illegible]
TOTAL PARKING PROVIDED: 52 BAYS	

TIM MANSER-SMITH
ARCHITECT PTY LTD

Rev	Date	Issued By	Revision Description
[illegible]	[illegible]		PROVIDED

Project Name: SPECIAL INDUSTRIAL DEVELOPMENT, LOT 1728 (No 60) Office Road EAST ROCKINGHAM for Lupomar PTy Ltd

Drawing Name: SITE PLAN - PROPOSED

Project Number: 2223027

Drawing No.: A2.01

Rev.: U

Reduction: Zoom on A1

Scale: As indicated

Date: February 2023

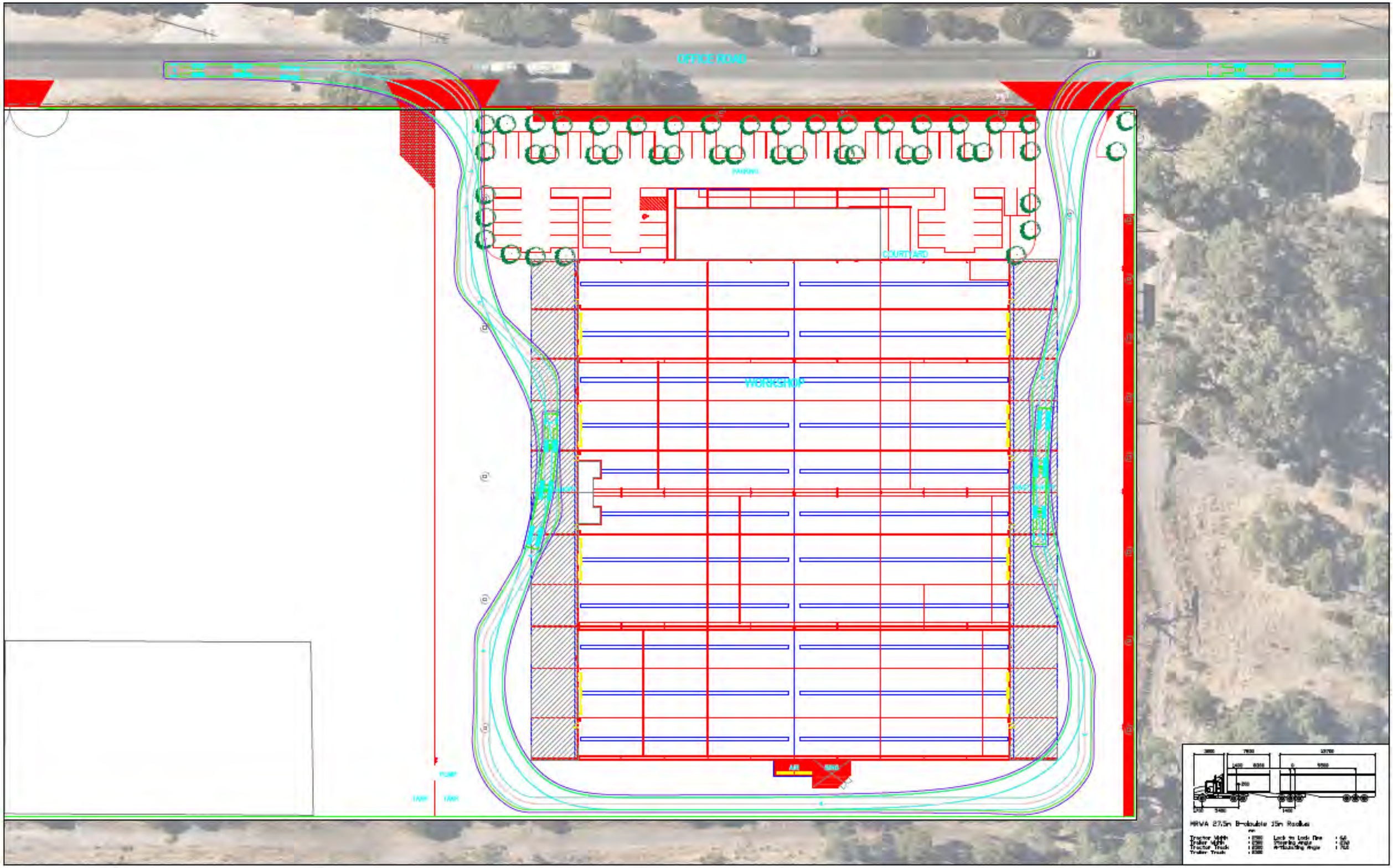
Drawn: TMS

Checked:

Appendix B

Turn Path Plans

20 years anniversary
transcore
transport planning
traffic engineering
modelling



60 Office Road, East Rockingham

27.5m B-Double Truck

B-Double Circulation

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.044.sk13

15/08/2023

Scale: 1:700 @ A3

transcore

Appendix C

Turn Lane Assessments

INTERSECTION WARRANTS

Main Roads WA Supplement to Austroads Guide to Road Design - Part 4 A.8

Source: Austroads GTM Part 6 - 2017

DESIGN SPEED =	80km/h
SPLITTER ISLAND YES / NO =	No
DUAL CARRIAGEWAY YES / NO =	No

MOVEMENT	COUNT (v/h)	HV (%)
Q_{T1} =	168	12.4
Q_R =	8	20
Q_{T2} =	253	12.4
Q_L =	18	20

RIGHT TURN ASSESSMENT

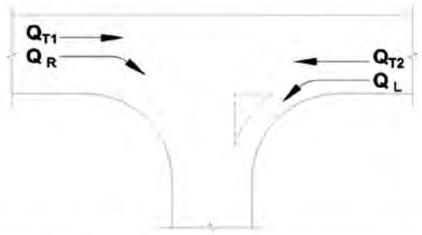
Q_m =	439
% HV =	12.712
x =	1.39
TREATMENT =	BAR

LEFT TURN ASSESSMENT

Q_m =	253
% HV =	12.400
x =	1.17
TREATMENT =	BAL

Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings

Figure 2.27: Calculation of the major road traffic volume Q_M



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Source: TMR (2016a).

Turn lane assessment for the AM peak hour

INTERSECTION WARRANTS

Main Roads WA Supplement to Austroads Guide to Road Design - Part 4 A.8

Source: Austroads GTM Part 6 - 2017

DESIGN SPEED =	80km/h
SPLITTER ISLAND YES / NO =	No
DUAL CARRIAGEWAY YES / NO =	No

MOVEMENT	COUNT (v/h)	HV (%)
Q_{T1} =	262	12.4
Q_R =	8	20
Q_{T2} =	189	12.4
Q_L =	18	20

RIGHT TURN ASSESSMENT

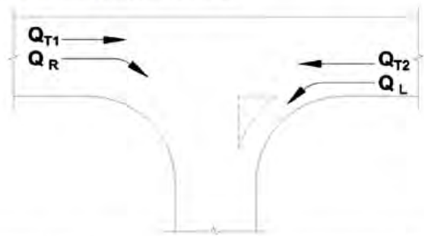
Q_m =	469
% HV =	12.692
x =	1.48
TREATMENT =	BAR

LEFT TURN ASSESSMENT

Q_m =	189
% HV =	12.400
x =	0.89
TREATMENT =	BAL

Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings

Figure 2.27: Calculation of the major road traffic volume Q_M

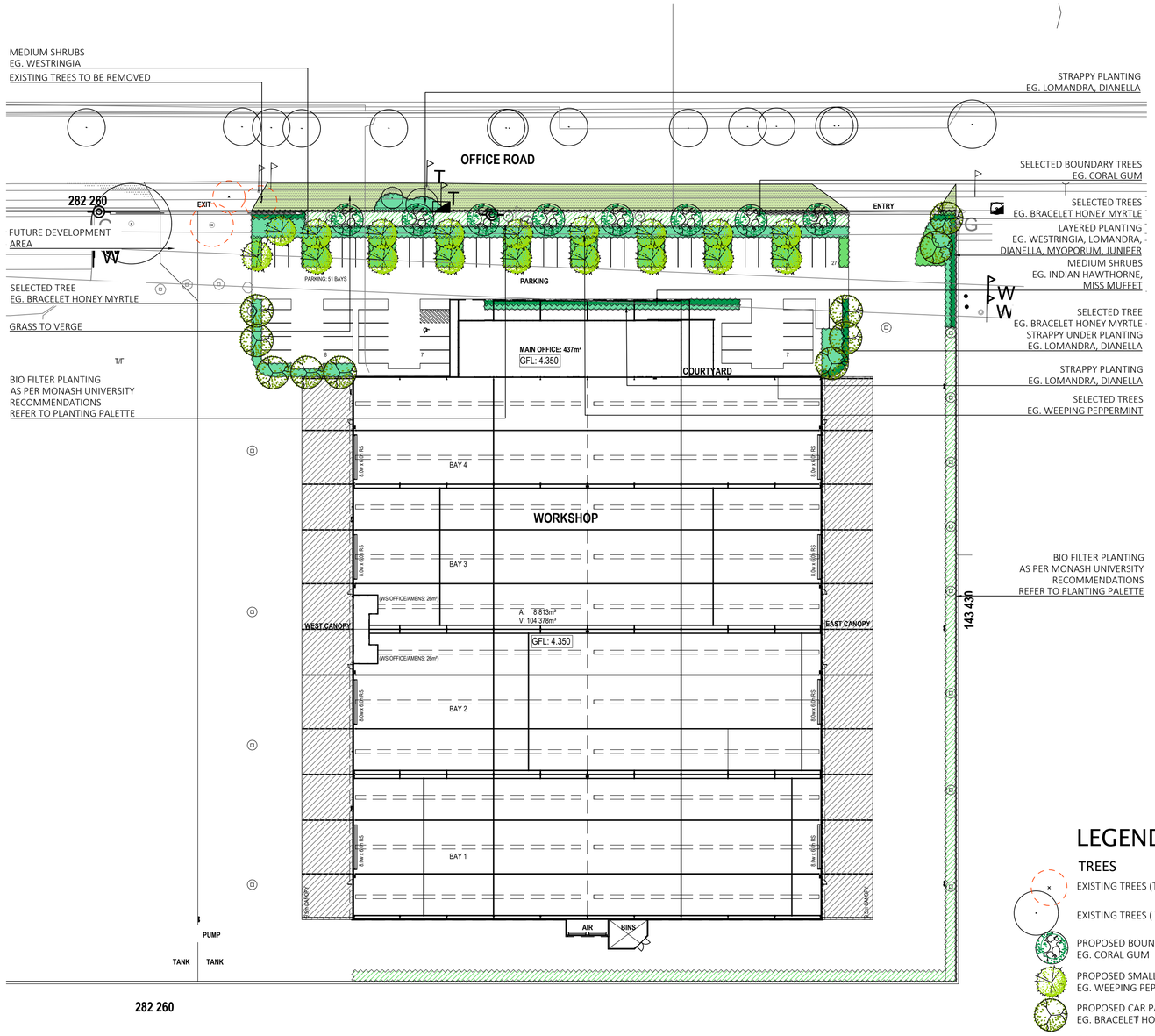


Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Source: TMR (2016a).

Turn lane assessment for the PM peak hour

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.



LEGEND

TREES
- EXISTING TREES (TO BE REMOVED)
- EXISTING TREES (TO BE RETAINED)
- PROPOSED BOUNDARY TREES EG. CORAL GUM
- PROPOSED SMALL GUMS EG. WEEPING PEPPERMINT
- PROPOSED CAR PARK TREES EG. BRACELET HONEY MYRTLE

PLANTING
- PLANTING TYPE 01 GROUNDCOVERS
- PLANTING TYPE 02 STRAPPY/MIXED
- PLANTING TYPE 03 SHRUBS
- SELECTED LAWN SPECIES
- DRAINAGE SWALE PLANTING (TUBESTOCK)

PLANTING IMAGES


MELarm


EUCtor


AGOfle


OLEaxi


RHAori


LEUbro


WESfru


PITmis

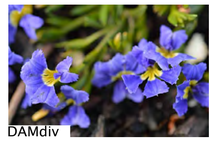

LOMtan


DIAbla


DIAeme


HIBsca


JUNcon


DAMdiv


SCAcra


LIRjus


MYOpar


GREgin


ADEcun


EREblu


GREcri


ANIfla


HEMpun


FICnod


MELinc


ANIvir


DAMlin


CARapr


POApoi


MEEsca


EREgla

REVISIONS

REV	DATE	DWN	APP	DESCRIPTION
A	15.03.23	AC	KD	LANDSCAPE CONCEPT PLAN
B	20.03.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
C	21.03.23	KD	KD	UPDATED LANDSCAPE CONCEPT PLAN
D	16.08.23	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN

NOTES

1. GENERAL
1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
1.3 FOR ALL FINISHED LEVELS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).

2. SOIL PREPARATION
2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3.PLANTING
3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 REFER TO PLANTING PALETTE FOR SUGGESTED SPECIES, SPACING AND SIZES.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION
4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.

PLANTING PALETTE

Symbol	Species	Common Name	Spacing	Size
Trees:				
AGOfle	Agonis fleuosa	Weeping Peppermint	As Shown	100L
EUCtor	Eucalyptus torquate	Coral Gum	As Shown	100L
MELarm	Melaluca armillaaris	Bracelet honey myrtle	As Shown	100L
Shrubs and Groundcovers:				
ADEcun	Adenanthos cuneatus	Coral Carpet	1/m2	140mm
DAMdiv	Dampiera diversifolia	Blue Eyes	1/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	1/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	1/m2	140mm
GREcri	Grevillea crithmifolia	Crithmifolia	1/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	1/m2	140mm
JUNcon	Juniperus conferta	Japanese shore Juniper	1/m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
OLEaxi	Olearia axillaris	Smoke Bush	3/m3	140mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	2/lm	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	1/m2	200mm
RHAori	Rhapiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/lm	200mm
WESfru	Westringia fruticosa	Native Rosemary	2/lm	200mm
SCAcra	Scaevola crassifolia	Thick Leaved fan flower	2m3	140mm
Bio Filter Plants:				
ANIvir	Anigozanthus viridis	Green Kangaroo Paw	4/m2	tubestock
ANIfla	Anigozanthus flavadis	Kangaroo Paws	4/m2	tubestock
CARapr	Carex appressa	Tall Sedge	4/m2	tubestock
DAMlin	Dampiera linearis	Blue Moon	4/m2	tubestock
EREgla	Eremophila glabra	Tar Bush	4/m2	tubestock
FICnod	Ficinia nodosa	Knobby Club Rush	4/m2	tubestock
HEMpun	Hemiandra pungens	Snake Bush	4/m2	tubestock
MEEsca	Meeboldina/Leptocarpus scariosa	Velevet rush	4/m2	tubestock
MELinc	Melaleuca incana nana	Dwaf Honey Myrtle	4/m2	tubestock
POApoi	Poa poiformis	Tussock Grass	4/m2	tubestock

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DEVELOPMENT APPROVAL

JOB No. 0289 PAGE 101 REV D

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SPECIAL INDUSTRIAL DEVELOPMENT
LANDSCAPE CONCEPT PLAN
CREDENTIA CONSTRUCTION
60 OFFICE ROAD, EAST ROCKINGHAM

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Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address: Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 13th Month March Year 2022

Report author or reviewer: Nathan Peart

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☒

If accredited, please provide the following.

BPAD accreditation number: 38808 Accreditation expiry: Month May Year 2024

Bushfire management plan version number: 3

Bushfire management plan date: Day 17th Month March Year 2023

Client/business name: Credentia Constructions

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	☐	☒
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	☐	☒

Is the proposal any of the following (see SPP 3.7 for definitions)?	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)	☐	☐
Strategic planning proposal (including rezoning applications)	☐	☐
High risk land-use	☐	☐
Vulnerable land-use	☐	☐

None of the above ☒

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer 

Date 17/03/2023

Bushfire Management Plan (DA)

Proposed Commercial Building at

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

Client: Credentia Constructions

17th March 2023

Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 1728 (#60) Office Road, East Rockingham, WA, 6168				
Version	Date	Author		Reviewer	
1	17.03.2023	Billy Hulands	BH	Nathan Peart	NP
	Initial Report Issued				
2	29.08.23	Billy Hulands	BH	Nathan Peart	NP
	Response to DFES comments				
3	29.08.23	Billy Hulands	BH	Nathan Peart	NP
	Clarify High Risk Land use position.				

Disclaimer and Limitation

This report is prepared solely for the client, any future landowners of the subject lot and is not for the benefit of any other person and may not be relied upon by any other person. Bushfire Smart accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material by any third party.

The mitigation strategies contained in this report are considered to be prudent minimum standards only, based on the writer's experience as well as standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that if such standards are complied with or if a property owner exercises prudence, that a building or property will not be damaged or destroyed by bushfire or that lives will not be lost in a bush fire. Fire is an extremely unpredictable force of nature. Changing climatic factors (whether predictable or otherwise) either before or at the time of a fire can also significantly affect the nature of a fire and in a bushfire prone area it is not possible to completely guard against bushfire.

Further, the growth, planting or removal of vegetation; poor maintenance of any fire prevention measures; addition of structures not included in this report; or other activity can and will change the bushfire threat to all properties detailed in the report. Further, the achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

About the author:

Bushfire Smart has been providing bushfire risk management reports and advise for over 7 years and undertake assessments of planning and land development applications to verify compliance with State Planning Policy 3.7 and associated bushfire regulations.

Nathan Peart is the bushfire lead and has over 20 years' experience in the construction and planning fields. Nathan has completed a Graduate Diploma in Bushfire Protection at the University of Western Sydney.

Nathan is supported by several other team members with varying levels of accreditation.

Bushfire Smart hold Professional Indemnity Insurance to the value of $2,000,000 which includes cover for bushfire attack level assessments, planning, design and advice services as prescribed in FPA Australia`s Bushfire Planning and Design Accreditation Scheme for a BPAD - Level 3 practitioner.

Author/Reviewer		
Nathan Peart	BPAD 38808	
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Executive Summary

The proposal is at Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 for a development application for a commercial workshop and associated office.

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7(SPP3.7). Guidelines for Planning Bushfire Prone Areas Version 1.4 (the Guidelines) has been used to determine the proposals compliance with SPP3.7.

The proposal is within an area that has native vegetation shown on site, however this BMP does not require the removal of vegetation. The proposal can achieve BAL 29

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against bushfire protection criteria

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	A1.1 Development location	Acceptable Solution	On completion the application will be in an area subject to a moderate bushfire threat and a maximum BAL 29.
2: Sitting of development	A2.1 Asset Protection Zone (APZ)	Acceptable Solution	An APZ can be achieved and contained within the lot boundaries.
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Public roads meet the minimum technical requirements of guidelines.
	A3.2a Multiple access routes	Acceptable Solution	Access is provided in at least two different directions.
	A3.2b Emergency access ways	N/A	
	A3.3 Through-roads	N/A	
	A3.4a Perimeter roads	N/A	
	A3.4b Fire service access routes	N/A	
	A3.5 Battle axes	N/A	
	A3.6 Private driveways	Acceptable Solution	Private driveways can meet the requirements of the guidelines.
4: Water	A4.1 Identification of future water supply	N/A	
	A4.2 Provision of water for firefighting purposes	Acceptable Solution	Hydrants provided to comply with Water Corporation's No. 63 Water Reticulation Standard.

Compliance with this BMP, and therefore SPP3.7, will require action prior, during and after development. The items requiring implementation include:

- APZ to be maintained throughout the life of the proposal.
- Driveways to be constructed and maintained to the standard stated in this BMP.

The entire report should be read in conjunction with the guidelines to ensure all requirements are understood.

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1 Proposal and Site Details

1.1 Proposal Details

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168 (subject lot) is a 2.024 ha parcel. The proposal is to for the construction of a commercial building on an existing lot.

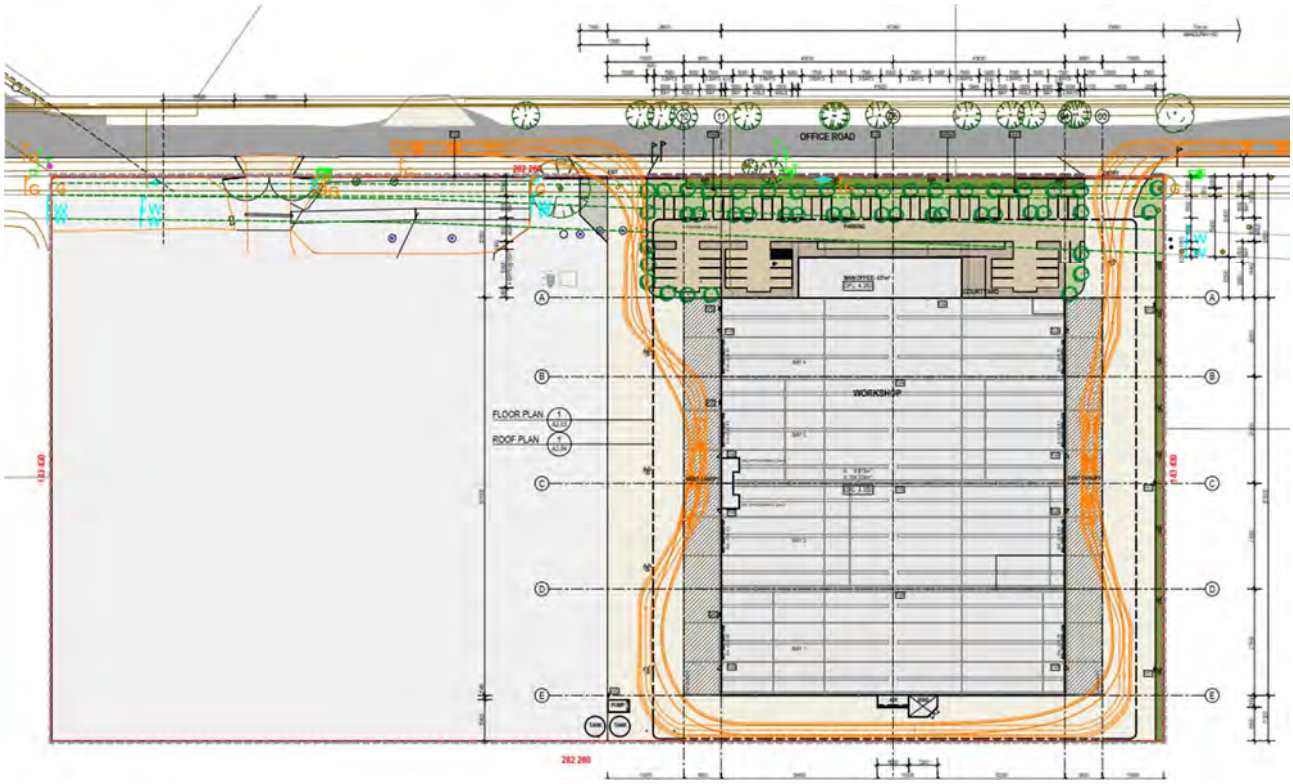

Figure 1: Site Plan



Figure 2: Location Plan

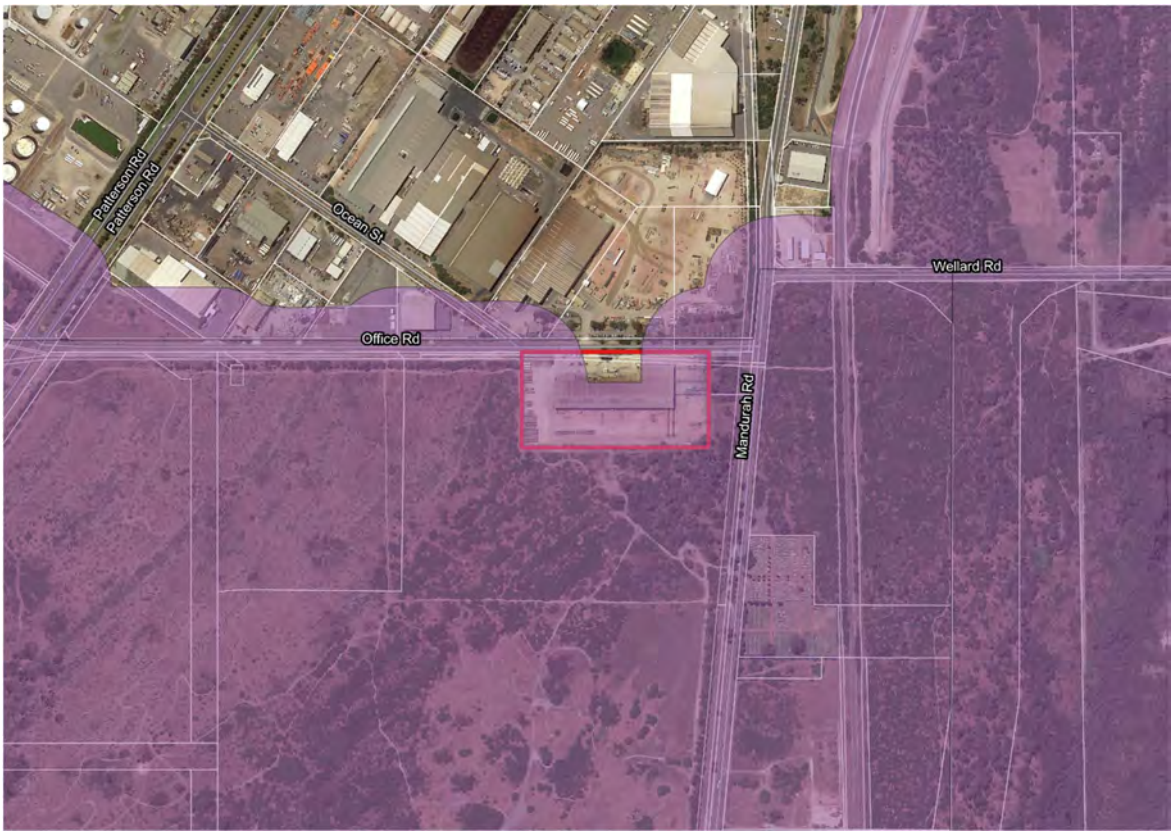

Figure 3: Map of Bushfire Prone Area for Subject Site

2 Environmental Considerations

In order to identify environmental, biodiversity of conservation values on the subject site, the site has been examined against the following databases as shown in table 2.

Object	Database	Identified	Details
Conservation category wetlands and buffer	DBCA-019/ DBCA-017	No	Site not identified within database.
RAMSAR wetlands	DBCA-010	No	Site not identified within database.
Threatened and priority flora	DBCA-036	No	Site not identified within database.
Threatened and priority fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	Yes	Site identified within area – further action required.
Bush Forever areas 2000	DPLH-019	No	Site not identified within database.
Clearing regulations – Environmentally Sensitive Areas	DWER-046	Yes	Site identified within area – further action required.
Swan Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

Table 1: Assessment against environmental considerations

The subject site has been identified by the Department of Biodiversity, Conservation and Attractions (DBCA) as being within a threatened ecological community. Additionally, the site is subject to the clearing regulations for Environmentally Sensitive Areas as identified by the Department of Water and Environmental Resources (DWER).

There is no vegetation removal recommended as part of this bushfire management plan.

2.1 Native vegetation – modification and clearing

The site has been checked against the Native Vegetation mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005). Native vegetation is indicated on the site, as shown in the image below.

The asset protection zone, as required in this APZ, will not require the removal of native vegetation.



Figure 4: Map of Native vegetation

2.2 Revegetation/landscape plans

All landscaping to comply with the APZ requirements as listed in this BMP.

3 Bushfire Assessment

3.1 Site Assessment

The assessment of this site/development was undertaken on 13 March 2023 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2018 Simplified Procedure (Method 1).

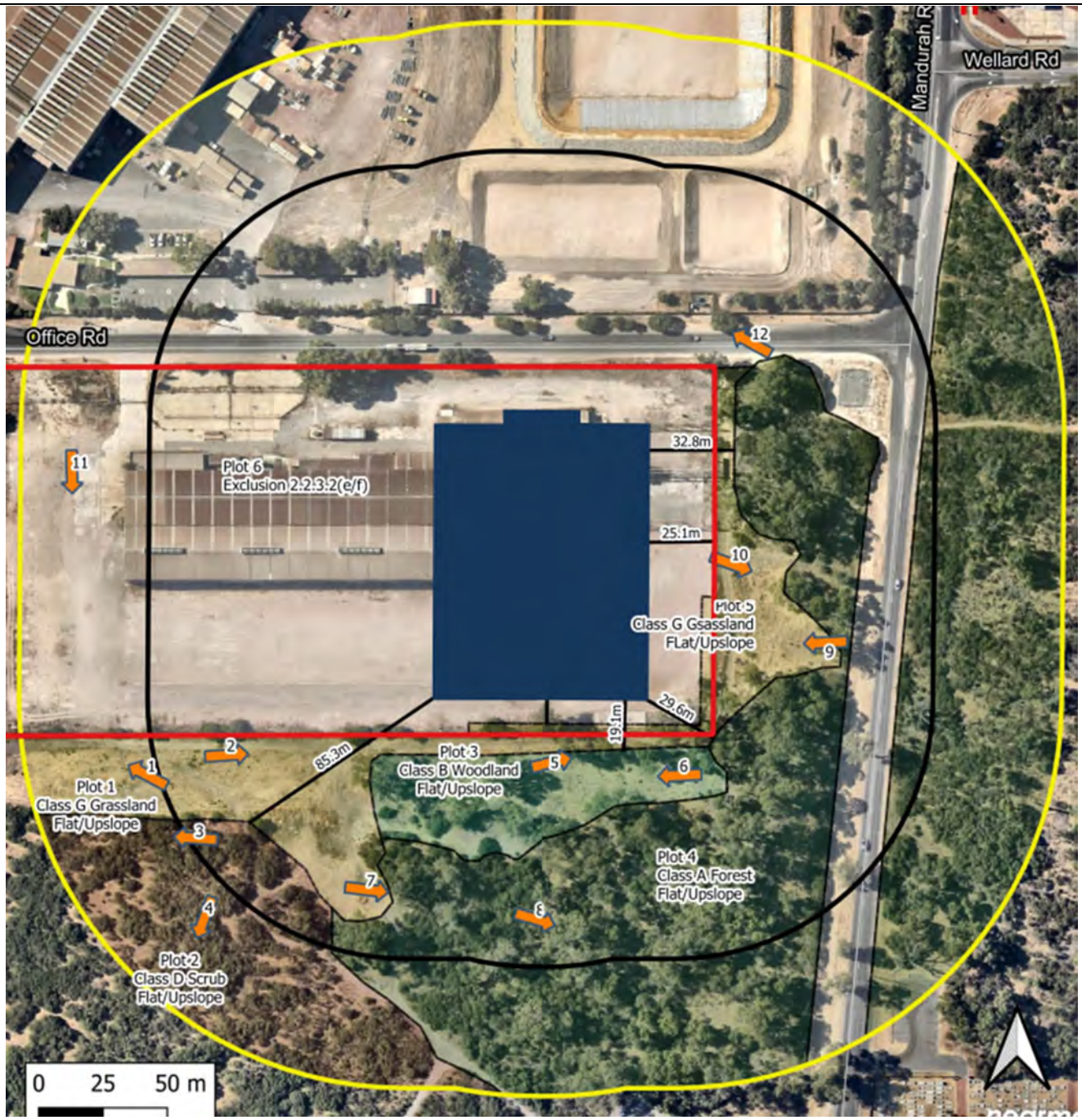

Figure 5: Vegetation Classification	Legend
Lot 1728 (#60) Office Road, East Rockingham, WA, 6168	Subject Lot 150m Buffer Line 100M Buffer Line Class A Forest Class B - Woodland Class C - Shrubland Class D - Scrub Class G - Grassland Excludable Photo Points
Assessment Date: 13 March 2023 Prepared by: Nathan Peart Accreditation Level: 3 Accreditation Number: 38808	

3.2 Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot:	1	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification

Semi-managed grasses >100mm, recently slashed with small amounts of scrub regrowth occurring.



Photo ID: 1



Photo ID: 2

Plot:	2	Vegetation Classification or Exclusion Clause	Class D Scrub - Open scrub D-14

Description / Justification for Classification

Scrub up to 5m with unmanaged grassy understorey. Overstorey foliage <30%



Photo ID: 3



Photo ID: 4

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Plot:	3	Vegetation Classification or Exclusion Clause	Class B Woodland - Open woodland B-06

Description / Justification for Classification

Mature trees spaced over grassland with low overstorey foliage (<30%). Trees are up to 20m with grassy understory.



Photo ID: 5



Photo ID: 6

Plot:	4	Vegetation Classification or Exclusion Clause	Class A Forest - Open forest A-03

Description / Justification for Classification

Forest with tall mature trees up to 20m with scrub, shrubland understory and unmanaged grasses. Overstory foliage >30%.



Photo ID: 7



Photo ID: 8

Plot:	5	Vegetation Classification or Exclusion Clause	Class G Grassland – Open tussock G-23

Description / Justification for Classification
Unmanaged grassland >100mm with occasional tree throughout plot. Overstory foliage <10%



Photo ID: 9



Photo ID: 10

Plot:	6	Vegetation Classification or Exclusion Clause	Excludable - 2.2.3.2(e/f) Non-Vegetated Areas

Description / Justification for Classification
Entire subject lot is largely non-vegetated with low, under pruned trees spaced along office road.



Photo ID: 11



Photo ID: 12

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Vegetation classification notes:

Plot 1:

There is a substantial track around the external boundary of the lot that is non-vegetated and could be expected to remain in this non vegetated state. However, this track has been included in the grassland plot 1 to allow for possible growth in the future. Swales planned within the lot boundary have been included in the grassland plot 1.

Plot 3:

Photos 5 and 6 show significant cleared area within this pot with several isolated trees. Shadows on the ground in the above photos along with the aerial demonstrates the foliage cover is well under 30 %. There is no shrubs or undergrowth in this area and the canopy of the trees in this area is separated form the forest plot 4. Therefore plot 3 has been classified as woodland.

It is not expected that this area will substantially change during the lifetime as the project, rather it is expected vegetation to the south of the lot will be reduced due to planned development of southern lots.



Area of Woodland plot: 4433m²



Area of Foliage cover: 714.81m²

Percentage of foliage cover for plot: 16.12% It should be noted this is an over estimation of the foliage cover as the tree foliage cover is assumed at 100% to allow for worst case.

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All vegetation within 150 metres of the site was classified in accordance with clause 2.2.3 of AS3959-2018.

The Fire Danger Index (FDI) – 80-and table 2.4.3 AS3959-2018 applied.

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class G Grassland	Flat/Upslope	8.8m	BAL – 29
2	Class D Scrub	Flat/Upslope	85.3m	BAL – 12.5
3	Class B Woodland	Flat/Upslope	19.1m	BAL – 29
4	Class A - Forest	Flat/Upslope	29.6m	BAL – 29
5	Class G Grassland	Flat/Upslope	25.1m	BAL – 12.5
6	Excludable – Clause 2.2.3.2(e/f)	N/A	N/A	BAL – LOW

Table 2: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL – 29

4 Bushfire Hazard Issues

The proposed development is for an industrial workshop to be used for fabrication and manufacture off steel products. As part of this process, chemicals are to be stored on site. The storage of chemicals is incidental and not the main use of the site with the floor area dedicated to chemical storage approximately 2% of the workshop floor.

The chemical storage is in the northwest corner of the workshop which is at the lowest risk of impact during a bushfire event and will be stored correctly to reduce risk as per the product data and safety sheets. Given this, it is the opinion of Bushfire Smart that the site does not constitute a high-risk land use and storage of the chemicals on site will not increase the risk of a bushfire.

5 Assessment against the Bushfire Protection

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken for any strategic planning proposal, subdivision and development application for a site that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section details the measure to be taken so that this proposal complies with these.

Element 1: Location

Intent:

The intent of this element is to ensure the proposal is located in the least possible risk of bushfire to facilitate the protection of people, property and infrastructure. To satisfy the intent, the proposal is required to be located in an area where the bushfire hazard assessment is or will, on completion, be moderate or low, or a BAL–29 or below, and the risk can be managed.

Proposed bushfire management strategies:

Element 1 will be satisfied using Acceptable Solution A1.1. The proposal is located in an area that on completion, will be in an area that is a moderate bushfire level wit a maximum BAL level of 29.

Element 2: Siting and design of development

Intent:

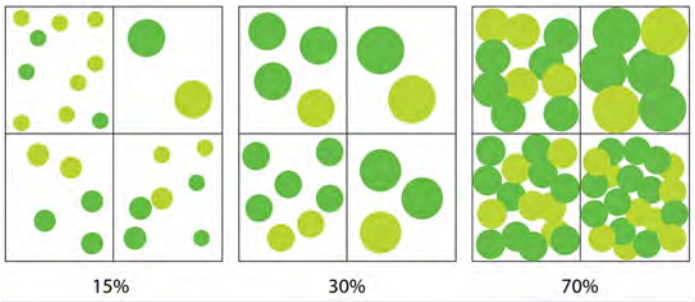
The intent of this element is to ensure that the siting and design of development minimises the level of bushfire impact.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solution A2.1 Asset Protection Zone (APZ). APZ distances are measured from rom any external wall or supporting post or column of the proposed building(s) and to be:

APZ not required as determined BAL-29 achievable before construction, however entire lot should be managed to APZ standards as per Schedule 1 of the guidelines, extract shown below.

Schedule 1: Standards for asset protection zones (WAPC 2021)

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959)
Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness)	• Should be managed and removed on a regular basis to maintain a low threat state. • Should be maintained at <2 tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel or crushed mineral earth or wood mulch >6 millimetres in thickness.
Trees* (>6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be <15 per cent of the total APZ area. • Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ. Figure 19: Tree canopy cover – ranging from 15 to 70 per cent at maturity 
Shrub* and scrub* (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps >5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 metres in height. Ground overs >0.5 metres in height are to be treated as shrubs)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.
Grass	Grass should be maintained at a height of 100 millimetres or less, at all times. Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation
Defendable space	Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

Element 3: Vehicular Access

Intent:

To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.

Proposed bushfire management strategies:

Element 2 will be satisfied using Acceptable Solutions:

A3.1 Public Roads

The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads.
Public roads are to meet the minimum technical requirements in Table 6, Column 1.

A3.2a Multiple access routes

Public road access is provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access). Office Road onto Patterson Rd, the second access Is via Office Road onto Mandurah Road.

A3.2b Emergency access way- Not Applicable

A3.3 Through-roads – Not Applicable

A3.4a Perimeter Roads – Not Applicable

A3.4b Fire service access route – Not Applicable

A3.5 Battle-axe access legs – Not Applicable

A3.5 Private Driveways

The proposal is within a reticulated area, speed limit on the road is 70km/h or less, however driveways are greater than 70 metres. Therefore,
private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

TECHNICAL REQUIREMENTS	1 Public roads	2 Emergency access way[1]	3 Fire service access route[1]	4 Battle-axe and private driveways[2]
Minimum trafficable surface (metres)	In accordance with A3.1	6	6	4
Minimum horizontal clearance (metres)	N/A	6	6	6
Minimum vertical clearance (metres)	4.5			
Minimum weight capacity (tonnes)	15			
Maximum grade unsealed road[3]	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Maximum grade sealed road[3]		1:7 (14.3%)		
Maximum average grade sealed road		1:10 (10%)		
Minimum inner radius of road curves (metres)		8.5		

Notes:

[1] To have crossfalls between 3 and 6%.

[2] Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

[3] Dips must have no more than a 1 in 8 (12.5% -7.1 degree) entry and exit angle.

Element 4: Water

Intent:

To ensure that water is available to enable people, property and infrastructure to be defended from bushfire.

Proposed bushfire management strategies:

Element 4 will be satisfied using Acceptable Solutions:

A4.1 Identification of future water supply – Not Applicable

A4.22 Provision of water for firefighting purposes

Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard. Hydrant access is provided adjacent to the north-eastern lot boundary on Office Road.

6 Implementation

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

Management Action	Timing
Occupants	
Maintain vehicular access routes to the required surface condition and clearances	Ongoing
Maintain the Asset Protection Zone (APZ) over the entire lot.	Ongoing

6.1 Acknowledgement

Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

7 General References

Standards Australia 2009, *AS 3959-2018 Construction of buildings in bushfire-prone areas*, Sydney

WA Department of Planning 2016, *Visual Guide for bushfire risk assessment in Western Australia*

Western Australian Planning Commission (WAPC) 2015, *State Planning Policy 3.7 Planning in Bushfire Prone Areas*, Western Australian Planning Commission, Perth, Perth

Western Australian Planning Commission and (WAPC) 2021, *Guidelines for Planning in Bushfire Prone Areas Version 1.4*, Western Australia

8 Online references

Office of Bushfire Risk management (OBRM) 2017, Map of Bush Fire Prone Areas, Viewed March 23, < https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Office of Bushfire Risk Management (OBRM), Bushfire Risk Management (BRM) Plan Guidelines, Viewed March 23.

WA Local Government Association (WALGA), Environmental Planning Tool, Viewed March 23, < pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html>

9 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)

08 9555 9444
BAL@bushfiresmart.com.au
Address: 71 Allnutt Street, Mandurah, 6210
Postal: PO Box 4160, Mandurah North, WA, 6210



Legend

- Subject Lot
- Proposed Development
- Driveway
- H Water Hydrant

Bushfire Protection Criteria

APZ requirements: APZ not required as determined BAL-29 achievable before construction, however entire lot to be managed to APZ standards.

Driveway requirements: private driveways are to meet the following requirements:

- requirements in Table 6, Column 4;
- Driveway allows two-way traffic and is circular in nature, therefore no turnarounds are required.

Water Requirements: Water supply will be through a reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard.

Figure 6: Spatial Representation of proposed risk management measures.

Lot 1728 (#60) Office Road, East Rockingham, WA, 6168

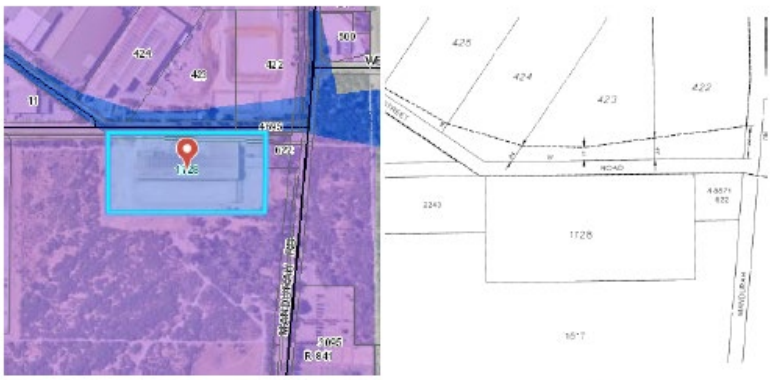
Assessment Date: 13 March 2023
Prepared by: Nathan Peart
Accreditation Level: BPAD Level 3
Accreditation Number: 38808
Accreditation Expiry: May 2024

08 9555 9444
BAL@bushfiresmart.com.au
Address: 71 Allnutt Street, Mandurah, 6210
Postal: PO Box 4160, Mandurah North, WA, 6210

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Liang Ming Lee Graduate Engineering Officer | Strategy and Engagement **Department of Planning, Lands and Heritage** **(First Submission)**	140 William Street PERTH WA 6000 LiangMing.Lee@dplh.wa.gov.au	Further to your correspondence dated 15 June 2023, in accordance with the WAPC's Instrument of Delegation dated 18 January 2022, the following comments are provided. This proposal seeks approval for an industrial workshop and office. **Land Requirements** The site abuts Office Road, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 2 per Plan Number SP 694/5. Lot 1728 is not affected by the ORR reservation per Land Requirement Plan No. 1.3137/1. **Access** Access to the site is proposed to be obtained via two new full movement crossovers. The Department supports a single access to Office Road in accordance with WAPC's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of crossovers to regional roads. **Transport Impact Statement** The above report, by Transcore (March 2023), states that the development will generate 474 daily trips and 80 trips during AM and PM weekday peak periods. Recommendation The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds subject to the following recommendations: • A single point of access (only) is supported to service the development as outlined above; • The subject site is located within the Westport planning area and has been referred to Westport for comment. Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6552 4773 or via email (liangming.lee@dplh.wa.gov.au).  Land Requirement Plan 1.3137/1  MRS
Simon Luscombe Principal Planning Officer | Strategy and Engagement **Department of Planning, Lands and Heritage** **(Second Submission)**	140 William Street PERTH WA 6000 LiangMing.Lee@dplh.wa.gov.au	Further to the discussion with the City on 21 July 2023, in accordance with the WAPC's Instrument of Delegation dated 18 January 2022, the following updated comments are provided. This proposal seeks approval for an industrial workshop and office. Land Requirements Office Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 2 per Plan Number SP 694/6. Lot 1728 is not affected by the ORR reservation per Land Requirement Plan No. 1.3137/1.

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
Cont…		Access Access is proposed to be obtained via three new full-movement crossovers. The Department has no objection to two access points to Office Road in accordance with WAPC's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers to regional roads. The supporting Transport Impact Statement by Transcore (March 2023), states that the development will generate 474 daily trips and 80 trips during AM and PM weekday peak periods. Recommendation The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds and recommends that warrants for auxiliary turning lanes for the access points be provided (if required). Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6552 4773 or via email (liangming.lee@dplh.wa.gov.au). OFFICIAL  Land Requirement Plan 1.3137/1 MRS
Simon Luscombe Principal Planning Officer | Strategy and Engagement **Department of Planning, Lands and Heritage** **(Third Submission)**	140 William Street PERTH WA 6000 Simon.luscombe@dplh.wa.gov.au	With reference to the rationale provided by the City on 31 August 2023, in accordance with the WAPC's Instrument of Delegation dated 18 January 2022, the following updated comments are provided. This proposal seeks approval for an industrial workshop and office. **Land Requirements** Office Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 2 per Plan Number SP 694/6. Lot 1728 is not affected by the ORR reservation per Land Requirement Plan No. 1.3137/1. **Access** Access is proposed to be obtained via three crossovers. **Recommendation** As Main Roads' Heavy Vehicle Services has advised that they have no objection to the provision of three access points to the site, the Department of Planning, Lands and Heritage has no objection on ORR planning grounds. (Contact: Rich Bain, Manager Heavy Vehicle Road Network Access, email correspondence, 1 September 2023)

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
Cont…		OFFICIAL  Land Requirement Plan 1.3137/1 MRS
2. Jared Veenendaal Senior Statutory Planning Officer **City of Kwinana**	PO BOX 21 KWINANA WA 6966 Jared.Veenendaal@kwinana.wa.gov.au	The City refers to your correspondence dated 22 June 2023 in relation to the above-mentioned development located in close proximity to the City of Kwinana boundary. A review of the application has been undertaken with the following comments being made for your consideration: • The intersection of Mandurah Road and Office Road is performing optimally during peak hours. Considering the intersection's performance, it is recommended the proposed crossover to the west of the site be converted to 'entry-only', and the crossover on the east be 'exit-only'. • Although the peak hour volume, as indicated in the TIS report, does not warrant a dedicated turning pocket for vehicle entry, it is recommended a turning pocket be required for the western crossover. This turning pocket will avoid vehicle queuing during AM peak hours and avoid large vehicle lane correction. Lane widening (for the turning pocket) may require tree removal and internal modifications. • At present, there are no pits and/or pipes for Office Road. Stormwater runoff currently flows as overflow towards the verge. It is therefore recommended that the stormwater system on the development site be designed to accommodate a 1% Annual Exceedance Probability (AEP) storm for the critical duration. If you have any queries or would like to discuss the above comments, please contact the undersigned of the City's Planning Department on 9439 0424.
3. Samantha Lappan Planning Assessment Officer Office of the Managing Director **Main Roads WA**	PO Box 6202 EAST PERTH WA 6892 samantha.lappan@mainroads.wa.gov.au	Thank you for your referral dated 22 June 2023 inviting comment on the development application for Lot 1728 (60) Office Road, East Rockingham. Main Roads has no objection.

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
4. Darshil Parikh Urban Planning and Project Approvals Infrastructure Planning and Approvals (IPA) **APA Group**	Eastpoint Plaza Level 5 233 Adelaide Terrace PERTH WA 6000 PlanningWA@apa.com.au (Darshil.Parikh@apa.com.au)	Thank you for your referral request received on 22 June 2023 in relation to the proposed demolition of existing warehouse and construction of industrial workshop and office at the above mentioned site – Ref: 20.2023.62.1 - D23/121886. APA Group (APA) is Australia's largest natural gas infrastructure business and has direct management and operational control over its assets and investments. APA's gas transmission pipelines span across Australia, delivering approximately half of the nation's gas usage. APA owns and operates over 15,000km's of high pressure gas transmission pipelines across Australia. APA is the Pipeline Licensee for the Parmelia Gas Pipeline, located approximately 45 metres east of the subject site. Section 3.1 of Planning Bulletin 87: High Pressure Gas Transmission (PB87) identifies the following type of development is exempt from PB87 requirements: *Small-scale infill land uses, subdivisions or development which completes or rounds-off existing land use, subdivision or development that is already at a lesser setback distance than defined in table one other than sensitive developments as defined in Part 5 of Appendix 1.* Given the nature and scale of development it is considered exempt from PB87 requirements. On this basis, and the separation between the pipeline and proposed development, APA has no objection to the proposal and no technical commentary to make. For any further enquiries in relation to this correspondence, please contact myself on 03 8626 8523 or APA's Infrastructure, Planning & Approvals team by email at PlanningWA@apa.com.au.
5. Matt Calabro Senior Planner – Land Planning Development Services **Water Corporation**	PO Box 100 LEEDERVILLE WA 6902 Matt.Calabro@watercorporation.com.au	Thank you for your letter dated 22nd June 2023. We offer the following comments regarding this proposal. Reticulated water is currently available to the subject area. All water main extensions, if required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. The subject area falls outside a planned sewerage catchment. This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued. For further information about building applications, the developer should follow this link: https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works. Water Corporation may also require land being provided for works. Please provide the above comments to the landowner, developer and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact me at matt.calabro@watercorporation.com.au

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
6. Rashidah MacLeod Transport and Land Use Planner | Infrastructure Planning and Land Services **Public Transport Authority of Western Australia**	PO Box 8125 PERTH BC WA 6849 WAPCreferrals@pta.wa.gov.au	With regards to your email dated, 22 June 2023, the Public Transport Authority (PTA) has no objections to the above proposal subject to the following conditions: 1. All construction works must be contained within the lot boundaries and as such management protocols must be in place for all construction methods, to the satisfaction of Arc Infrastructure. **Justification for condition -** Condition confirms ensure that no material is placed within the rail corridor boundary. 2. Services must not across the rail corridor, either above or below ground. **Justification for condition –** Condition confirms that services including water, electricity, fibre optic, gas etc. are not permitted within the rail corridor. 3. No parking of construction equipment, are permitted on rail corridor land at any time. **Justification for condition –** Condition protects the railway corridor. 4. Drainage must not be discharged into the railway corridor. **Justification for condition –** Protects the function of the rail corridor. 5. No clearing of Native vegetation is permitted in the rail corridor. 6. Dust suppression methods must be implemented to the satisfaction of Arc Infrastructure. **Justification for condition –** Protect the function of the rail corridor. 7. Effective hygiene and biosecurity management must be in place to ensure there is no spread of weeds or diseases into rail corridor land to the satisfaction of Arc Infrastructure. **Justification for condition –** Condition ensures the protection of the rail corridor its maintenance as well as the protection of significant flora and fauna within the rail corridor. 8. All bushfire management for the lots must be achieved outside of the rail corridor. **Justification for condition –** Condition ensures that the railway corridor is not utilised to meet bushfire management requirements. Please send a copy of the City's final determination to WAPCReferrals@pta.wa.gov.au
7. Jane Sturgess Planning Advice - Kwinana Peel Region **Department of Water and Environmental Regulation** **(First Submission)**	PO Box 332 MANDURAH WA 6210 jane.sturgess@dwer.wa.gov.au	Thank you for providing the development application received with correspondence dated 22 June 2023 for the Department of Water and Environmental Regulation (Department) to consider. The Department has identified that the proposed industrial workshop and office has the potential for impact on environment and water resource values and management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed. **Issue** Industry Regulation **Advice** The Department regulates emissions and discharges from the construction and operation of Prescribed Premises through a works approval and licensing process, under Part V of the Environmental Protection Act 1986 (EP Act). The categories of Prescribed Premises are outlined in Schedule 1 of the Environmental Protection Regulations 1987.

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><th>Name</th><th>Address</th><th>Comment</th></tr>
<tr><td>7. Cont…</td><td></td><td>
The EP Act requires a works approval to be obtained before constructing a Prescribed Premise and makes it an offence to cause an emission or discharge unless a licence is held for the premises.
The provided development referral request was reviewed in relation to works approval and licence requirements under Part V Division 3 of the EP Act.
Based on the information provided the proposed intensive chemical storage, metal coating and metal finishing activities will cause the premises to become Prescribed Premises as per Part V Division 3 of the EP Act, if it has the capability to meet or exceed the design capacity of the relevant category under Schedule 1 of the Environmental Protection Regulations 1987 for:
<table>
<tr><th>Category No</th><th>Description of Category</th><th>Production or Design Capacity</th></tr>
<tr><td>48A</td><td>Metal Finishing: premises on which iron or steel is galvanized.</td><td>No threshold</td></tr>
<tr><td>73</td><td>Bulk storage of chemicals, etc: premises on
which acids, alkalis or chemicals that —
(a) contain at least one carbon to carbon bond; and
(b) are liquid at STP (standard temperature and pressure),</td><td>1000 cubic meters in aggregate</td></tr>
<tr><td>81</td><td>Metal coating: premises on which metal products (excluding vehicles) are spray painted, powder coated or enamelled.</td><td>1000 litres or more per year (paint or powder)</td></tr>
</table>
The EP Act makes it an offence to undertake any work which causes a premises to become, or become capable of being, a Prescribed Premises unless the work is undertaken in accordance with a works approval. It is also an offence under the EP Act to cause an emission or alter the nature or volume of waste, noise or odour from the Prescribed Premises, unless done so in accordance with a works approval or licence or a registration (for operation) is held for the premises.
The Applicant is therefore advised to refer to the information and Industry Regulation Guide to Licensing available at DWER Regulatory documents | Western Australian Government (www.wa.gov.au) or if they have any queries relating to works approvals and licences to contact the Department at info@dwer.wa.gov.au or 6364 7000.
Issue
Contaminated Sites
Advice
The site is identified as ‘Possibly Contaminated – Investigation Required’. Please refer to Attachment 1 for correspondence from the Delegated Officer under section 91 of the Contaminated Sites Act 2003.
</td></tr>
</table>

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
7. Cont…		**Issue** Groundwater Use **Advice** The subject area is located in the Cockburn groundwater area (Wellard subarea) as proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer, is subject to licensing by the DWER. The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee. Please contact the water licensing section on 9550 4222 for further advice. Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licenses and/or approvals. In the event that the applicant determines that a works approval or licence application is required under Part V of the Environmental Protection Act 1986 (EP Act), the advice provided in this communication does not prejudice and must not be considered to infer the outcome of the EP Act licence and works approval process. In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed. Should you require any further information on the comments, please contact the undersigned at the Mandurah office on 9550 4228.
Andrew Miller Senior Manager Contaminated Sites **Department of Water and Environmental Regulation (Second Submission)**	Locked Bag 10 JOONDALUP DC WA 6919 Mariesa.greenwood@dwer.wa.gov.au	I refer to your letter dated 22 June 2023 to the Department of Water and Environmental Regulation (the department) regarding an application from the City of Rockingham for the proposed development of the above-mentioned lot. The proposed development comprises the demolition of a large warehouse and construction of a large workshop with an office area, 186 car bays and landscaping. Based on supplied information, the site is intended to be used for design, manufacturing (of bolts, beams, channels and trusses) and supply of mining products. These activities will include the storage of more than 1,000 square metres of chemicals and metal coating of more than 1,000 litres per year for products manufactured on Lot 1728. Land at Lot 1728 on Plan 166742 (the site) was classified under the CS Act as possibly contaminated – investigation required on 26 July 2010 and a memorial (reference number L417034) was placed on the certificate of title. The classification was based on a limited soil and groundwater investigation in 2010, which found heavy metals and hydrocarbons (such as from diesel) in soil at concentrations exceeding ecological and/or health-based investigation levels for commercial and industrial land use relevant at the time. The investigation did not identify any contaminants in groundwater, however, the department notes that the detection limit for multiple analytes was above the assessment criteria for non-potable use of groundwater at the time, and that samples were not analysed for the presence of polycyclic aromatic hydrocarbons. The department understands that the site was used for abrasive blasting, and metal treatment and coating from 1983 until recently. A review of historical aerial imagery indicates that the site has been used for industrial use since sometime between 1979 and 1981, and has remained relatively unchanged since.

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><th>Name</th><th>Address</th><th>Comment</th></tr>
<tr><td>7. Cont…</td><td></td><td>The department notes that the development application does not include a change to a more sensitive land use. Therefore, the department has no objection to the proposed development of Lot 1728 and recommends that the approval should not include a contamination condition.
However, given the risks associated with the potential disturbance of contaminated soil beneath the site, the department recommends that the following advice note be applied to any approval granted by the City of Rockingham:
Advice
A construction environmental management plan should be prepared to address the risks associated with potential exposure of soil contamination from beneath the site.
If groundwater is proposed to be abstracted, analytical testing should be carried out to determine whether the groundwater is suitable for its intended use.
If you have any queries in relation to the above, please contact Environmental Officer, Mariesa Greenwood, on 6364 7194.</td></tr>
<tr><td>8. Tristan Whiting
Senior Land Use Planning Officer
Department of Fire and Emergency Services</td><td>20 Stockton Bend
COCKBURN CENTRAL WA 6164
advice@dfes.wa.gov.au

tristan.whiting@dfes.wa.gov.au</td><td>I refer to your letter dated 22 June 2023 regarding a Bushfire Management Plan (BMP) (Revision 1), prepared by Bushfire Smart and dated 17 March 2023 for the above joint development application (JDAP).
This advice relates only to State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary.
This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.
<u>Assessment</u>
• It is noted the proposed development has been identified by the City as high-risk land use.
• Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below.
1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map
<table>
<tr><th>Issue</th><th>Assessment</th><th>Action</th></tr>
<tr><td>Vegetation Classification</td><td>Plot 3 cannot be substantiated as Class B Woodland with the limited information and photographic evidence available. The foliage cover appears to exceed 30% and photos are not taken from an angle that allows canopy to be assessed.</td><td>Modification to proposal and/or the BMP is required.</td></tr>
</table>
</td></tr>
</table>

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><th>Name</th><th>Address</th><th>Comment</th></tr>
<tr><td>8. Cont…</td><td></td><td>
<table>
<tr><th>Issue</th><th>Assessment</th><th>Action</th></tr>
<tr><td>Vegetation Classification</td><td>The area is contiguous to Class A Forest and therefore, in the absence of management, it would be reasonable to assume it would mature to a higher classification.
The BMP should detail specifically how the Class B Woodland classification was derived as opposed to Class A Forest.
If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as perAS3959, or the resultant BAL ratings may be inaccurate.</td><td>Modification to proposal and/or the BMP is required.</td></tr>
<tr><td>Vegetation Exclusion</td><td>Evidence to support the exclusion of Plot 6 as managed to low threat in accordance with AS3959 is required.
The vegetation classification map (Figure 5) seems to show vegetation excluded outside the lot boundary on the western and southern sides and a narrow strip along the eastern boundary.
There is no evidence to support that these areas would be managed to low threat in accordance with AS3959 in perpetuity.</td><td>Modification to proposal and/or the BMP is required.</td></tr>
</table>
</td></tr>
</table>

Name	Address	Comment
8. Cont…		

Issue	Assessment	Action
	Furthermore, the submitted landscape concept plan indicates a drainage swale to the east and southern boundaries, inside the site. No management plans have been proposed and drainage swales can be difficult to maintain to a low threat condition. The plans indicate only 6m between the drainage swale and the closest part of the building on the southern elevation.	

2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Location, Siting and Design	**A1.1 & A2.1 – not demonstrated** The BAL ratings cannot be validated for the reasons outlined in the above table.	Modification to the BMP and supporting information is required.

3. Policy Measure 6.6.1 Vulnerable and High-Risk land uses

Issue	Assessment	Action
Emergency Evacuation Plan/ Risk Management Plan	The referral has not included a 'Bushfire Emergency Evacuation Plan' or a Risk Management Plan. SPP 3.7 recognises that vegetation is not necessarily the only fuel in a bushfire event and that certain land uses may potentially ignite a bushfire, prolong its duration, or increase its intensity. Consideration should be given to the Guidelines Section 5.6 Proposing a high-risk land use in a bushfire prone area.	Comment only.

Schedule Of Submissions
Proposed Industry: General (Licensed) - Workshop and Office
Lot 1728 (No.60) Office Road, East Rockingham (20.2023.62.1)

<table>
<tr><th colspan="3">SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS</th></tr>
<tr><td>Name</td><td>Address</td><td>Comment</td></tr>
<tr><td>8. Cont…</td><td></td><td>
<table>
<tr><th>Issue</th><th>Assessment</th><th>Action</th></tr>
<tr><td></td><td>A Risk Management Plan should address bushfire risk management measures for any flammable on-site hazards.</td><td></td></tr>
</table>
<u>Recommendation - Compliance with Acceptable Solutions not demonstrated - modifications required.</u>
It is critical the bushfire management measures within the BMP are refined to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire.
The proposed development has not demonstrated compliance to the following:
• Element 1: Location
• Element 2: Siting and Design and
The decision maker should ensure that the bushfire risk and hazard reduction/bushfire protection measures are established and understood before making a determination.
If you require further information, please contact Senior Land Use Planner Officer - Tristan Whiting on telephone number 9395 9301.
</td></tr>
</table>